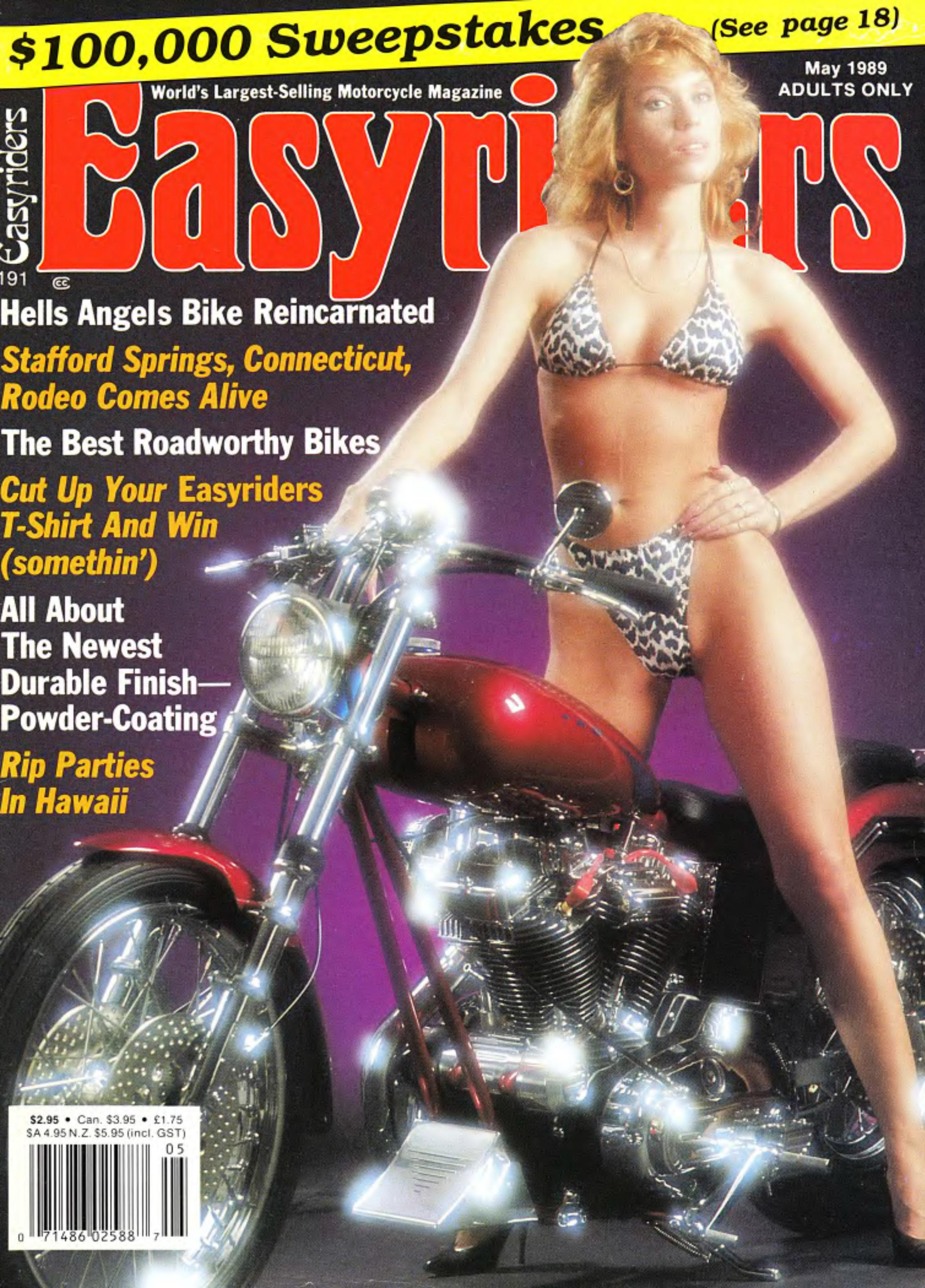

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Cover, gatefold, and feature photography of your December Fox Hunt winner, Tina, and Don Hotop's Sportster was by Mad Mike. Makeup was provided by Cindy Louise.

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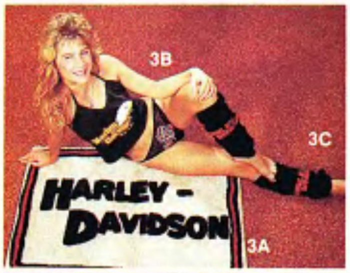

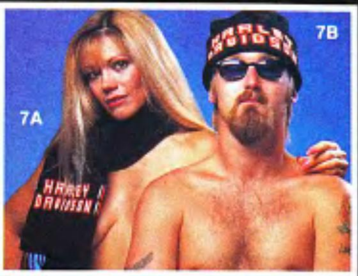

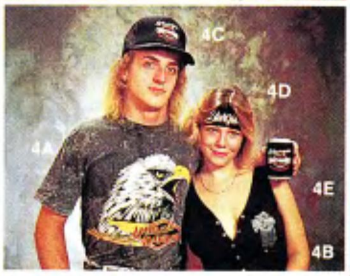

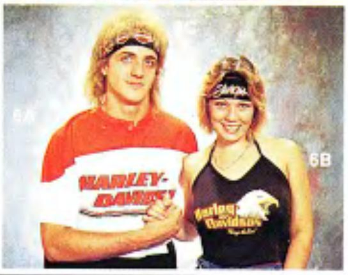

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Here's another guy who fell asleep before she did (after all the times I've warned you never to go to sleep first when you're around some chick). He was at a drunken bash and zonked out. While he was passed out, his angry girlfriend poured lighter fluid all over him. She told him, ''See ya'' as she flipped a match on him.

Well, they tried anyway. Three inmates in a prison climbed up to the third floor roof where they had assembled a make-shift hang glider made out of cloth, wood, and plastic. The first guy took a running leap off the roof and fell to the ground like a rock. The same thing happened to the second guy. The third guy, after seeing the first two fall to the ground, decided he'd better cool it.

He was picked up for selling a home-made drug on the streets, called ecstasy. But he beat the case because the prosecutors had misspelled methylenedioxymethamphetamine, the drug's scientific name. Apparently, there was no law against selling whatever the misspelling was.

He was loaded and decided to get a haircut. He told the barber how he wanted it cut, and the barber followed his orders. By the time the barber was finished, the stuff must have worn off because the guy freaked when he looked in the mirror. He shot the barber dead and stomped out. What did the barber do? He shaved off all the guy's hair -- just like he was told to do.

A poodle fell from a 13th floor balcony, triggered four deaths : (1) the poodle, (2) a 76-year-old woman who was struck by the dog, (3) a bystander who suffered a heart attack, and (4) a woman who stopped to see what the commotion was about and was hit by a bus.

A man with an 18-year criminal record was being sentenced by a judge. He was sentenced to life in prison. What did he do? Rape an old lady? What? He robbed a guy for $3.00.

The gasoline prices go up every summer. You can bitch and moan, but like clock-work, they go up. But don't feel too bad. It costs $2.95 a gallon in Russia.

Only out here in the land of fruits and nuts! A man was about to leap to his death from a bridge. A concerned by-stander came up to him and hurriedly asked if he could have his car.

He croaked and all of his friends and relatives were mourning his death. One of the relatives decided to take a last look at the body before the burial. So they opened the casket for a looksee and found it full of rubbish: empty dog food cans, old magazines, and a vacuum cleaner bag filled with dirt. Under all that shit was the body.

He got angry at his girlfriend and stabbed her to death. So to get even with the police for arresting him, he paid $200 each for a curse on the D.A. and the detective who arrested him. He paid $400 for the curses but nothing happened -- probably because a good curse costs $10,000.

His angry wife got pissed at him so she put a gun to his head and forced him to eat an entire turkey and at least half a Christmas ham. When the police came, he was blubbering and chewing at the same time. She thought she had the perfect scheme to get rid of him -- by his overeating. Watch those women. You never know what they'll come up with.

She had beautiful tits (38C -- mama mia!). She was so proud of them that she got a job as a topless waitress in a cafe. A group of guys at a table were having lunch, and she reached across the table to pour some coffee. Her left tit fell into a bowl of hot soup! It hurt like hell, but what really upset her was that every guy in the cafe roared with laughter and didn't offer to help. So bikers at one of the tables offered to lick it and make it better, but she wouldn't have any of that shit.

TAKING IT EASY

By Spider

Easyriders

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WORDMONGER

Floats His Valves

☐ The chick with the big jugs (on page 21, upper left-hand corner, February issue) floats my valves. I realize she's no spring chicken, but neither am I. I've been considering an implant, but with her I wouldn't need one.

It's about time you dinky fucking faggots started putting some quality pussy in this rag instead of those pimple-titted cheerleaders.

Big Daddy I
Detroit, Mich.

Help!

☐ I'd like to borrow, steal, or kill for a copy/original of the David A. Coe tape you offered some time back. Can you help me out?

Thanks, folks. "No Rumpkins." (How long since you heard that one?)

Donald E. Pierce
271 Palm St.
Morro Bay, CA 93442
(805) 772-8616

Oldest?

☐ In reply to Ken Milton from Grand Junction, Colorado, who posed the question of who is the oldest, Portland Motor Sports or Dudley Perkins Co.? The answer is both of us—and don't forget A.D. Farrow in Columbus, Ohio.

Portland Motor Sports was founded in 1912, A. D. Farrow in 1913, and Dudley Perkins Co. in 1914. The claim we have to being the world's oldest is based on the fact that Dudley Perkins Co. is **still** owned by the original family after 75 years.

The second and third generations of Dudley, Sr. are keeping the company going strong into the '90s.

James Perkins
Shop Foreman
Dudley Perkins Co.
San Francisco, Calif.

Down to Earth

☐ I've been noticing a lot of dudes ragging about your feature scoots being too high-tech and not regular street-driven bikes. I think all we're sayin' is that the folks who read your rag are mostly regular, down-to-earth, 5,000-10,000 miles-a-year, average Joe Scooter people. I like custom scoots as much as anyone. A scoot that looks like you can saddle up and putt a few hundred or so—that's what we want to see more of.

By the way, this past February's issue was aces for that. Have a slice or two.

Bagman
Providence, R.I.

Free Copies

☐ Been down 10 years and have my collection of *Easyriders*, all in mint condition—over 150 rags. I'm out in '89 and can't pack them in the wind.

They're for the asking and postage. Will UPS.

Daniel F. Duane N36278
Box 99
Pontiac, IL 61764

Misunderstanding

☐ I want to bug the staff about its mistakes. In your February '89 issue, I wrote in looking for an XL 30th anniversary medallion, meaning I don't have any—I'm looking for one myself. Still trying to find the medallion, part #91749-87.

Tony Cervelli
PSC Box 6642
APO San Francisco,
CA 96519

A Mistake

☐ I was reading your February issue and noticed one tiny mistake on your part.

I read "Fast Red" on page 102 and started reading the specs to my fiance. We noticed that he had an unusually big tire on a teeny rim. Can you really fit such a big tire on a rim that is only 2.75 inches wide? Also, how do you get a little front tire on a 4 inch rim width?

By the way, you guys put out the magazine, but I'd like to see more scooters and less ladies.

Mistie Dawn
USA

Where?

☐ Anyone knowing the whereabouts of a scooter tramp named "Cactus" from Texas who spent the winter and summer of 1987 in Big Bear, California, I need to get in touch with him. A few bros and I are planning a six-month run starting the end of June, and we'd sure like to get together again.

Big Bob
Box 2460
Big Bear City, CA 92314

Home-Built

☐ Listen, I've been readin' your rag for a couple of years now, and when I think I see a scoot I like, I look to see who built it. If it says owner, I'll tell ya something: I'll go on readin' and find out what it's got to make it move. But if it says some bumfuck cycle shop, I turn the page and read the ads instead. I don't know about the rest of the people in this world, but I like to look at something that I can build piece by piece and be proud of, instead of having to pay my hard-earned dough to have it done.

Shit, most people I know can hardly afford to fix a scoot by themselves, much less pay some fucker to do it for them. So let's see more home-built scoots!

Slammer
Green Bay, WI

A Weirdo

☐ To all Harley-Davidson riders: You are all wannabes. A real biker doesn't need to look like a sissy, with hair down to his ass or a beard that provides a haven for homeless bugs. I have a crew cut and am clean-shaven, due to weekly trips to the barbershop. Do any of you know what a barbershop is? Why can't you scumbags sport handsome haircuts like a butch, crew cut, or flattop? Then you could get yourself

a decent woman who likes men with short hair, instead of those dirtwad bitches who like that rebellious long hair. And if you stop using profanity, no one would realize that you have the IQ of a houseplant.

You are destroying America with your drugs, alcohol, fiendish sex acts, and criminal activities. Some way of life. Ha! Ha! Ha!

As for those rustbuckets you drive, you could slurry sand on the pavement from all the oil that leaks out. I pilot a Honda, the finest machine on two wheels. And watch out for the new motorcycle club (not gang, I said club) in Phoenix. We're the Krewcut MC. If anyone doesn't like it, sit down and have a good cry, because we're here, lean and mean, not fat and potbellied like Harley-Davidson riders. Membership is open to all who have butches, crew cuts, or flattops and ride any bike except those Harley garbage cans! At this time I am the president and the only member.

A Real Biker
Mr. Irving
Phoenix, Ariz.

■ It figures.

Freak Out

☐ The *February 1989* issue has something that has completely freaked me out. Who in the hell is that weirzoid with the tarantula on pages 90-91!

You really need to find that guy and find out what the hell he drinks, smokes, or whatever.

Andy (Cap'n) Dulay
Orlando, FL

Harley Brew

☐ Havin' a hard time locating '85 and '86 Harley Davidson Beer cans (cans must be full and in excellent shape). If ya got these cans kicking around the house, or ya know where I could pick them up, write:

Rouch Routhier
469 Old Candia Rd.
Candia, NH 03034

Blah, Blah

☐ I've noticed that quite a few folks out there are knocking all the high-tech scoots appearing in your rag. I think it's about time someone explained to them what this magnificent country of ours is all about.

If you want to make it big in this country, just follow your dream and bust a nut or two. If you'd rather keep your old scooter together with baling wire and stay home and bitch about how fucked up things are getting, well, you've got that right. But not all bikers fit the typical "lowlife" image any more. We are the American dream, and we are the ones who can still enjoy the freedom of the road. It takes money, but anyone with some guts can make it, and the scooters in this rag show us how people are finally learning how to enjoy the rewards.

Teeth
Norwich, Conn.

■ Gee.

A Swap

☐ Need some info about the Indiana prison system. I'm trying to get an institutional transfer from Ohio to a medium-minimum security joint in Indiana. I'd like to have an idea of the system before I jump off in it.

Also, I'm looking for someone in the Indiana system who wants to move to Ohio (they do it on a swap basis).

I'd sure appreciate it.

Mark Grunden
Box 4501, R#131-985
Lima, OH 45802

Celeb's Bike

☐ Just writing to say I dug your article/pictorial of "Stallone's Steed." Good work!

My only bitch is that he (and other celebs) don't get their fingers dirty wrenching on their sleds. Instead, they opt for "Bartels'" or some other shop to do the dirty work.

Recently it came to my attention that one celeb, Lorenzo Lamas in particular, not only went down on a ride but—dig this, bro—he built his own sled! Not many celebs doing that!

Terry the Tramp
Bellingham, Wash.

SOS

☐ I'd really like to help with this SOS signal I saw in the February '89 issue. Seems he (or she) needs info on a 1970 350 Sprint. Well, this SOS can be answered if J. Chamlee writes to this address. Glad to help out. Get on the road and in the wind soon.

Angie Bostic
30 Hunting Estates
Newport, NC 28570

Offers Services

☐ In response to "Needs Preacher" from Muff and Mule, I offer my services free to anyone for marriage or counseling of any kind. I have been in the ministry for 12 years, am a Harley rider, and a standing member of the Sons of God MC ministry. I reside in Hickory, North Carolina, and will kindly give service to whomever for marriage or whatever.

C. B. Arehart
439 8th St., N.W.
Hickory, NC 28601

Guys Kissin'

☐ To "Disgusted" in the February issue: I have enough love for my biker family and enough confidence in my own masculinity that I feel no compunction about kissing a brother or a sister on the mouth.

This is just another way of showing class and respect.

Don't worry, man—if you're a man, you'll stay a man.

Joe Radar Rooter Yontz
York Springs, Pa.

☐ This is an old Hells Angels trick from 25 or 30 years ago—it used to shock straights and citizens. Many clubs adopted the practice with the same results.

Evidently it still works! Maybe "Disgusted" should get out more often to see the real world of bikers!

Needles
Lewiston, Me.

☐ Kissing guys (brothers) on the mouth, tongue-to-tongue, has been around for a long time. Where've you been? It goes along with the lifestyle that we lead: irreverence for society. We do what we want and don't care what Joe Citizen thinks; i.e., we make our own rules.

Just the fact that we look the way we look and ride the bikes we ride sends a message to our society. We don't give a fuck what they deem appropriate or acceptable. We are a free people, not bound by others' social mores.

Granted, not all bikers kiss mouth-to-mouth. Brotherly love, a show of respect, or contempt for society—whatever, it's freedom of choice.

So if all the "brothers" in the bar you frequent are wearing leathers, and there ain't no bikes outside 'cept maybe

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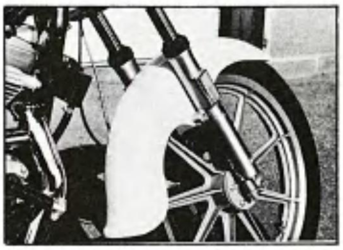

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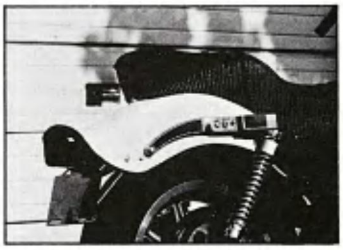

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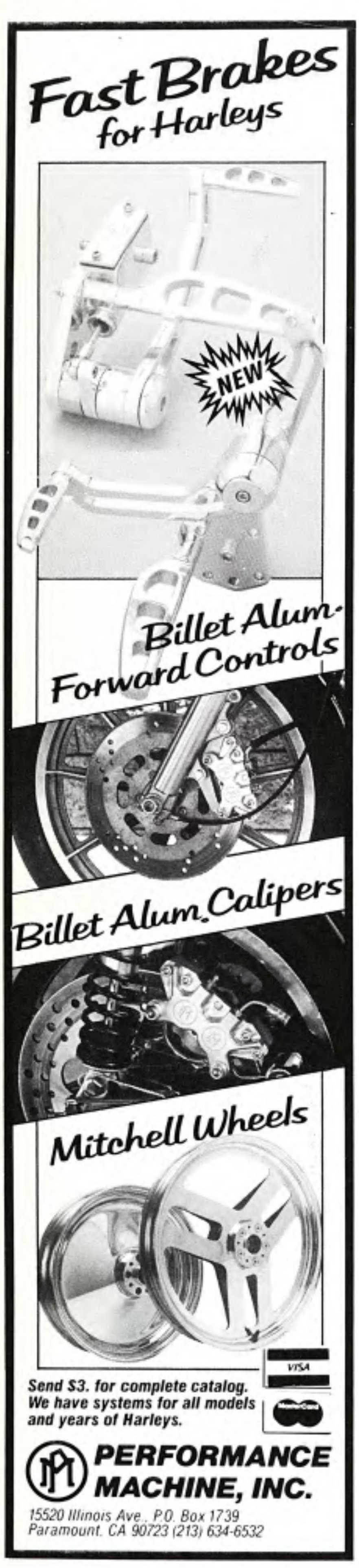

some rice rockets, you just may be too close to San Francisco.

The Original Mr. Crude
Winters, Calif.

Improved

☐ I'd like to respond to Ken "Pappy" Marlow's letter in the February issue, since you just let the dude foam at the mouth without a patented *Easyriders* cut-yer-water-off response.

Cool down, Pappy. The people who put out this rag have improved it fivefold since its humble beginning way back when. They feature state-of-the-art "weird fiberglass" creations and readers' rides as well. They run a "Foxy Rider" feature and an occasional rat, too. They even halfway listen to what their readers want to see. So they adjusted their policy a RCH — nobody's fuckin' perfect, man. *Easyriders* is the *Playboy* of motorcycle rags as far as I'm concerned (okay, okay—*Playboy* is the *Easyriders* of the skin rags). But you probably don't read the rag, either, since quality is involved. And since you're not reading this "knife-in-the-back" rag any more anyway, you have time to go fuck yourself. Who needs you? Try switchin' to decaf.

Change sure does freak some people out big-time.

L. H. Sutton
Garland, Tex.

Price Is Right

☐ To help out Michael Perry from Seattle, Washington: you can get a new rigid frame for your Norton 750 from Denver's Choppers, 1575 W. Rialto Avenue, San Bernardino, CA 92410, (714) 381-2422. Send him two bucks and he will send you a catalog. Your frame will be built to your specs. He's good and the frames are great—and prices are good.

Now, for W. G. Davis, at K.I. Sawyer AFB in Michigan: on your hunt for parts for your 1928 JD, try Agee Motors, 258 West Ave. L-9, Lancaster, CA 93535, (805) 945-5233. If Tom doesn't have what you want, he can make it for you. Tom recently restored two of those and was showing me some parts he handmade for the two bikes. Part of what he made was the shifting linkage.

Good luck with that project.

Gary Peacemaker
Lancaster, Calif.

What Did You Do?

☐ In response to "Miscarriage of Justice" in the February issue, bitch all you want about your local ABATE not doing everything you thought should be done. But ask yourself: did I do everything I could have? Attend ABATE meetings? Attend ABATE events? Help at events? Help the local ABATE in any way?

Did you put yourself out a bit to protect your rights? If you didn't, don't blame your local ABATE or, for that matter, any bikers' rights organization. They're only as good as their members want them to be. No one has anyone to blame but himself when shit like helmet laws/insurance bullshit hits the books. Don't blame your ABATE. Blame yourself and anyone who didn't give all he could to protect his rights and get involved when he should have.

I try to do everything I can to help and support ABATE of Wisconsin. I won't ever blame myself!

Phil
Palmyra, Wis.

Likes Mag

☐ Well, you fuckers really did it this time! The feature bikes are just absofuckinglutley outrageous! Stallone's Softail, Weaver's pan, Bausch's blocker, Guinnip's 93-inch FL, and the "Reader's Rides" are some of the cleanest, straightforward, no-bullshit scooters I've seen put together between the covers of one rag in years. And, as usual, the finest-looking foxes of all.

Keep up the exceptional work.

Mac
San Antonio, Tex.

Good Deed Done!

☐ This is no bullshit. *Easyriders* held a rain-or-shine rodeo at Chillicothe, Ohio. I drove three hours to see all the goodies, all the faithful, and all the fun. I wanted to take pictures, so—had to get close to the track to take good ones with a Polaroid.

While I was aiming my camera, the blue three-wheeler blew up in flames. The rider jumped off and tried to beat out the fire on his legs. I stood up, looking at him trying to put the flames out, and everyone on the track just stood and watched. I saw no one doing anything to help, so I started yelling, "Lay down, lay down." He heard me and started rolling in the mud.

Later I went over to talk to him to see if he was okay. His hands and legs were burned. I asked if he had heard me yelling, "Lay down." He smiled, said yes, and thanked me.

All I wanted was to see him and his bike race again in the future.

It was one hell of a fun day—more rain than shine.

The Cowboy
Mingo Junction, Ohio

A Winner

☐ I'm a little slow, but I'd like to let you know that I received my prize from your $100,000 subscription Sweepstakes.

I really wanted to send a photo—that's sort of what I was waiting for. But it was taking me so long that I figured I'd better just get on it and write.

Thanks for the Cobralinks lock and for having the Sweeps. I hope there will be many more. (Next time I hope I win the big one!)

Cay E. Niemeier
Denver, Colo.

Poet

☐ Hey, I'm writing in response to "Poet of The Northeast" in the February '89 issue. What the fuck is your problem? I'm real sick of you Eastern assholes taking potshots at California!

You're just fuckin' pissed because we have the best of everything: the best beaches, the best chicks, the best weather, the best bikes, and even the best weed. And then you sorry-assed muthafuckers come out here and try your damnedest to fuck it all up. You throw your cigarettes out the window in the canyons and start fires, you litter the beaches, and you just ugly up the place in general by hanging around!

You know what your problem is? You're ugly and ignorant! And it's got your panties all in a bunch. And, listen, bitch, about your "threat of violence." We're all real impressed that you can hit something a little smaller than the side of a barn, and we'll start to shake in our boots and wet our pants for you!

Until then, quit yer bitchin' and just shut the fuck up!

Grizzly
Los Angeles, Calif.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301. ■

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17" Black Boot (shown above) $132 Circle Size

Medium Width (D)	8	8½	9	9½	10	10½	11	11½	12
Wide Width (E-EE)			9	9½	10	10½	11		12

11" Black Boot (not shown) $112 Circle Size

Med. Width (D) Only	8	8½	9	9½	10	10½	11	11½	12

Women's Boots 17" Black Boot (shown above) $128 Circle Size

Medium Width	5	5½	6	6½	7	7½	8	8½

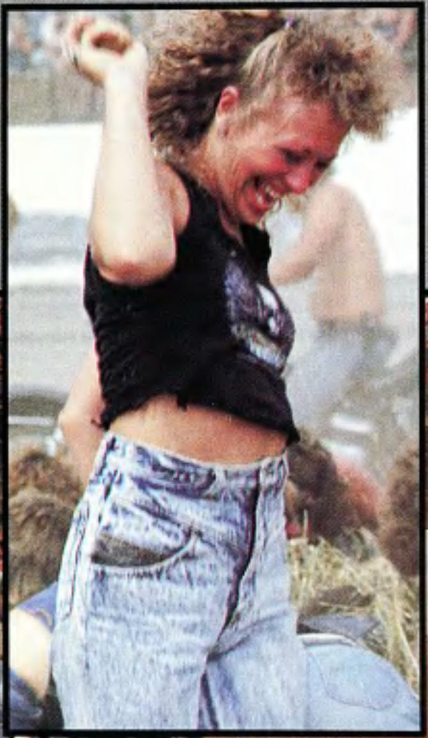
MILD & WILD in Connecticut

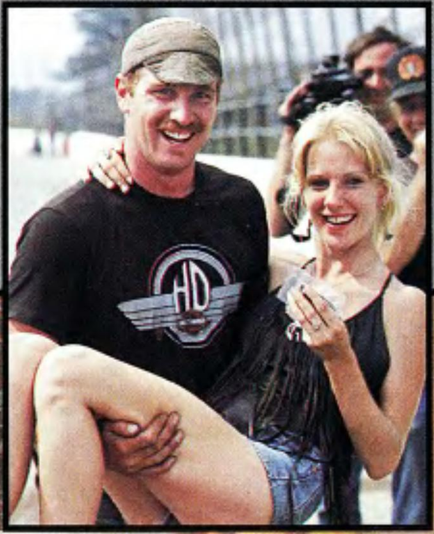
The Constitution State offers up clear skies and solid people.

As a semi-staff photographer who'd been spending the summer loggin' cross-country miles in a Caddy while lookin' for a way to haul my shovel/pan behind, the rodeo's late-August Connecticut stop at the Stafford Springs Motor Speedway was a relief.

Hell, just tryin' to get my film bought, shot, processed, and Fed-Ex'ed out to California on a next-day basis was hot-roddin' me to hell—a one-way, thyroid-induced, all-expenses-paid trip to the grave. My angina started actin' up while I waited to hear from the editors, with the possibility that they wouldn't go for the photos and I'd be out yet more dough.

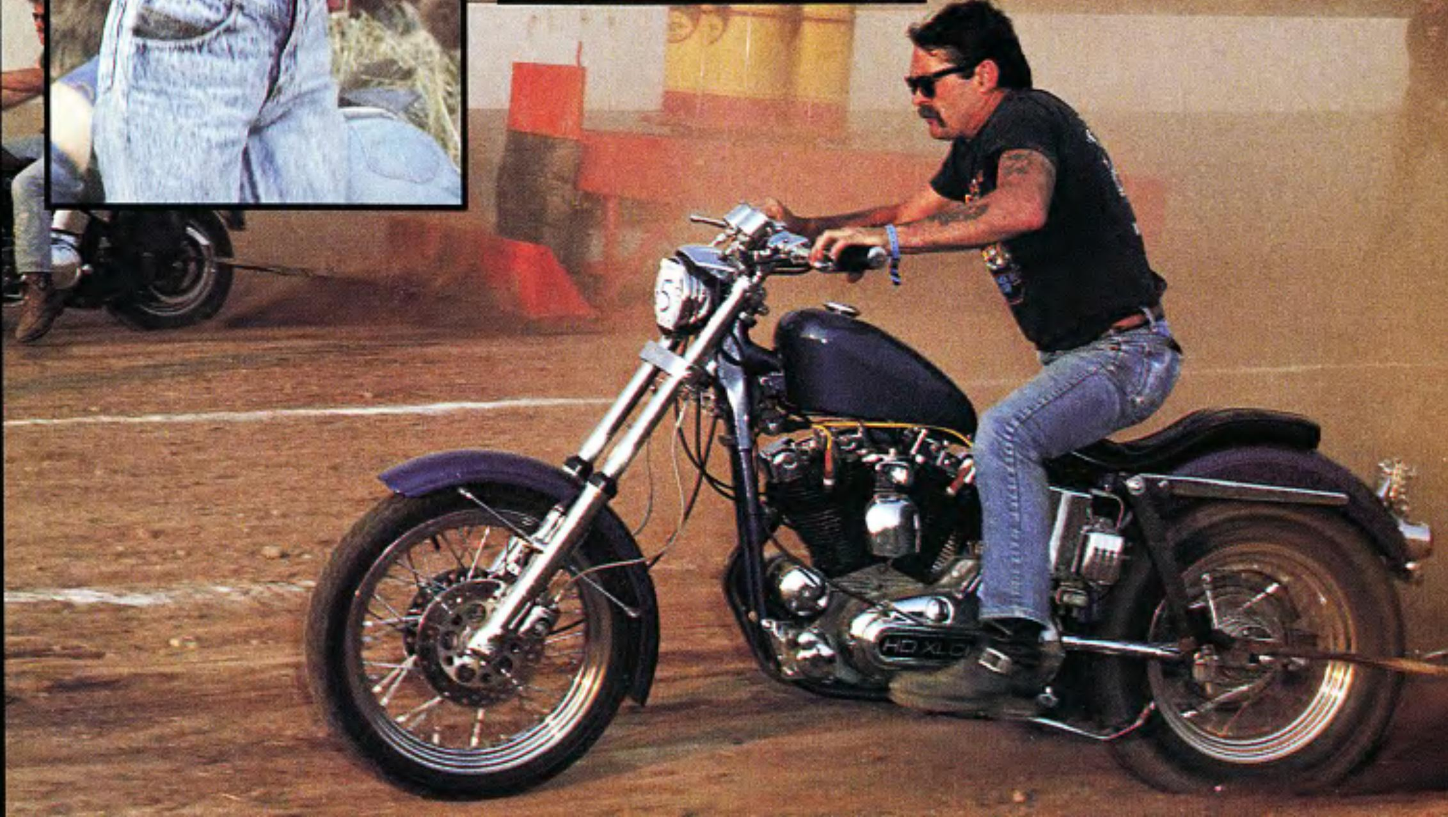
It was my first set of assignments for *Easyriders* in damn near 10 years—I'd been out of touch. I thanked J.T. for givin' me, a previously down-on-his-luck scooter tramp, an opportunity without a lot of questions. Just

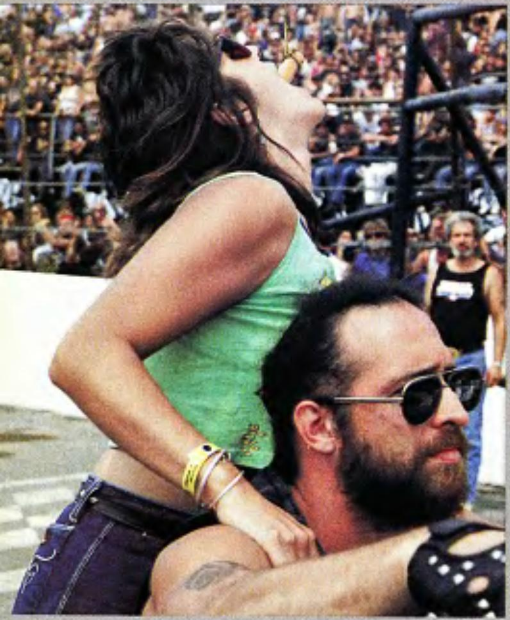




one bottom line—get good shots on the rodeo circuit.

Travelin' with the rodeo crew from literally one end of the country to the other was a rush. From my first stop in Austin, Texas, where it rained like a Shiite banshee from hell (as Bomber would say), to the blast-furnace





MILD & WILD

heat wave at the Los Baños July Fourth weekender, and back across America to wet and muggy Malta, New York—it was a helluva summer experience.

When the black *Easyriders/* ARROW 40-foot home-on-wheels-to-weary-road-dogs pulled off Interstate 84, negotiated the narrows of Highway 32, and rolled onto the Stafford Motor Speedway (the circuit site of Winston NASCAR races in the New England area), we thought we'd traveled through time to Marlon Brando's Hollywood Hollister or the Woodstock era. At least that's how Connecticut's largest newspaper was depicting the scene on their front page.

Accordin' to Cathy Chaffin, our Event Coordinator, it was the biggest bash yet—10,000 of our closest bros were in town for this one, and 163 participants signed up to compete. It had the look of a wild time. Everyone wanted a piece of the action, and there was lots of it to go around.

Cyclops, a photog from New Hampshire, putted in on his '83 FLHS, saddlebags loaded down with camera gear, givin' me the inspiration to stow my equipment on my sled an' hit the road with it, *a la* Rip. Emcee Bill Van Dyke found a road honey to accompany him for the rest of the tour (he attracts chicks like flies to shit). Crew member Keith Ruxton took the 1,000-pound trike sled-pull class.

But the topper to the bender—aside from hundreds of foxes and the fierce competition of spinnin' American wheels on the infield—hadda be the perfect weather: no hint of rain, not too hot, only slightly humid days and cool, prime panhead-runnin' evenings. Fact is, it was almost cold for this Florida boy at night. But no snivelin' here.

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A magneto is a simplified ignition system that directly converts the motion of kicking or cranking into a high voltage spark. Since it works independently, it will still function with a faulty electrical system, a dead battery or no battery at all.

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Morris Magneto's M-5 represents an entirely new generation of magneto ignition systems. With the M-5, it doesn't matter how slowly the engine turns over. During either kick or electric starting, a recoil spring mechanism winds up. When the engine reaches retarded timing, the mechanism releases and the magneto spins rapidly through its firing cycle. Once the engine starts, the recoil spring centrifugally "drops out." The result—no coughing or kicking back; just hot sparking easy starts. You get all the advantages of a magneto with none of the drawbacks.

MORE POWER, BETTER MILEAGE

Because the M-5 produces a hotter spark (60,000 Volts versus 35,000 Volts of other systems), you get extra power, especially at higher rpm's. Because it is an independent system, there isn't the extra drag on the alternator or generator. The result—more of the motor's energy goes into moving the bike, so you get improved mileage and performance.

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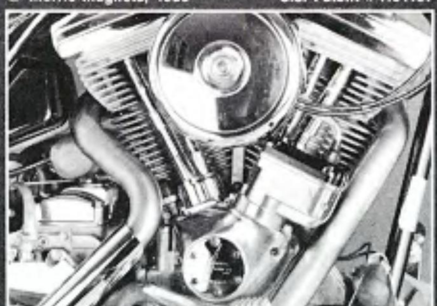

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Mild & Wild

Photos by Smokey and Cyclops

Rock-'n'-roll was provided for the troops by a local outfit called The Vipers. A stunning local Stafford Springer won the trophy girl contest and about steamed up my lenses as she knocked 'em dead with a black fishnet stocking/garter getup.

In a dramatic change, we were actually hit with "Welcome Bikers" signs in Stafford Springs. The town's 200-year-old church advertised a Sunday morning Biker Breakfast. Stores were overflowin' with bucks-up bikers buyin' provisions. It was fantastic to be accepted, even wanted—and not by the Feds.

The rodeo featured the largest American flag in existence, unfurled and flowin' over the infield, held by 120 Vietnam vets. Three hundred people were needed to insure it didn't touch the turf when it was put away at dusk.

Another local, a brother named H.D. Jack, summed up the event best. When asked how he liked the proceedings, the biker/cabbie commented, "Man, it's the best thing that's ever happened in Connecticut."

—Smokey and Bill Chaffin

And the winners are . . .

Slow Race

1st: Len Bogert, New Tripoli, Pa.—$100
2nd: Bruce Murray, Hanson, Mass.—$75
3rd: Ray Tewksbury, Tampa, Fla.—$50
4th: Dan Hughes, East Haven, Conn.—$25

Wienie Bite

1st: Dan Hughes and Maureen, East Haven, Conn.—$100
2nd: Eric Smeator and Rozanna Aguiar, Westport, Mass.—$75
3rd: Dan Messenger and friend, East Haven, Conn.—$50
4th: Ray Tewksbury and friend, Tampa, Fla.—$25

Potato Haystack

1st: Gary Freel and Nancy Fisher, Ames, Iowa—$100
2nd: Ken Bristol and Tanya Caugher, Fairfield, Maine—$75
3rd: Eric and Roberta Aiken, Shirley, New York—$50
4th: Dennis Bassett and friend, Stafford Springs, Conn.—$25

Keg Derby

1st: Gary Freel, Ames, Iowa—$100
2nd: Ken Bubko, Oneonta, N.Y.—$75
3rd: Frank Olenick, Effort, Pa.—$50
4th: Harry Surridge, Williamantic, Conn.—$25

Barrel Race

1st: John Atwood, Everett, Mass.—$100
2nd: Mark Gruchy, Newton, Mass.—$75
3rd: Mark O'Neil, Pembroke, Mass.—$50
4th: Curtis K.C., Portsmouth, New Hampshire—$25

Solo Sled Drags 1000-lb. (gas class)

1st: Bobby Torres, Sanger, Calif.—$350
2nd: Robert Deforges, Dighton, Mass.—$200
3rd: (tie) Gary Freel, Ames, Iowa—$75
(tie) John Larson, Mystic Beach, New York—$75

Solo Sled Drags 800-lb. (gas class)

1st: Carl Goodwin, Barrington, New York—$250
2nd: Gary Freel, Ames, Iowa—$150
3rd: (tie) Anthony Boucher, Hebron, Conn.—$50
(tie) Dan Beers, Naples, Fla.—$50

Trike Sled Drags 1000-lb. (fuel class)

1st: Keith Ruxton, Fresno, Calif.—$350
2nd: Bobby Torres, Sanger, Calif.—$210
3rd: Mark Lane, Sanger, Calif.—$140

Trike Sled Drags 1000-lb. (gas class)

1st: Bobby Torres, Sanger, Calif.—$245
2nd: Keith Ruxton, Fresno, Calif.—$140
3rd: Mark Lane, Sanger, Calif.—$105

Special Notice: *Easyriders* Rodeos are sanctioned by Associated Rodeo Riders On Wheels (ARROW), and all ARROW members can compete throughout the '89 tour for $60,000 in prizes, merchandise, and contingency awards to be given during the tour and at the Grand Nationals. Supporting memberships are also available. For more information, write ARROW, Box 1050, Agoura Hills, CA 91301 or call Cathy Chaffin at 800-247-6246 (national) or 800-231-2669 (in California).

Harley-Davidson Motor Company Announces Addition of PHD Certification to Technician Certification Programs at Motorcycle Mechanics Institute

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to *Factory-Trained Certification* for graduates of the course.

This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced with the addition of factory PHD certified status immediately upon completion of the required course of study and graduation.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sporsters are covered.

If you want a factory authorized program that can earn ***Factory-Trained and PHD Certification*** the Motorcycle Mechanics Institute is the only place to go.

For more information on the Motorcycle Mechanics Institute and the **Harley-Davidson *Factory-Trained Certification* programs CALL 1-800-528-7995.**

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11.1	C	3322	$199
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13½	Full Chrome Covers	1122	$159
Fits All FX, FXE, FLH 4-speed frames.			
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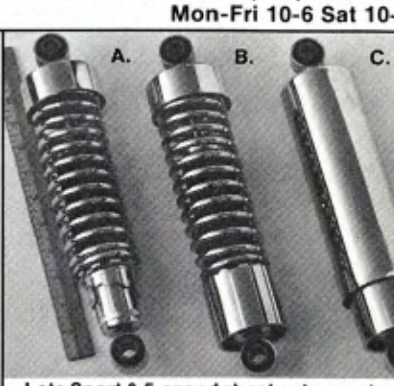
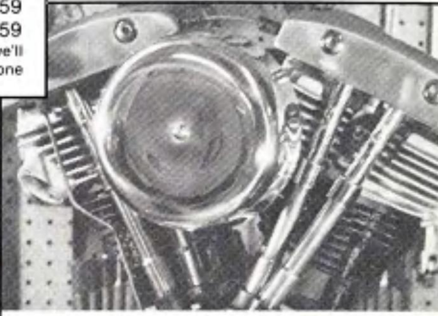
11.1	Chrome Covers	2222	$159

Shorten your shocks. Don't want to buy new shocks? Send us yours and we'll shorten them. Send $59.95, includes shipping. Turnaround time at M.B.—one to two days. For two-day air delivery, send $70.00. No personal checks.



Late Sport & 5-speed shocks shown abo



The Super Flow Air Cleaner 7" assembly shown above.

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For five-speed frames—the FXR, FXRS, and other five-speed models. Bolts on like stock. Taillight brackets welded in place and seat holes drilled. Part #7070 $115, shipping $8.

THE SPORTBOB
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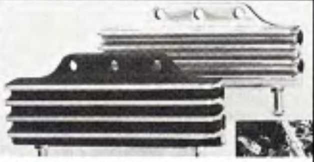
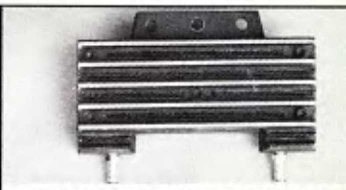


Aluminum Oil Cooler—Performs as well as the Lockhart—but for much less money. Available polished or with highlighted fins. Fits all H-Ds. Part #8888 Polished $79. Part #8080 Highlighted Fins $59



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We outdid ourselves this time. Actua two videos on one tape. What happe when two hot-looking young women put through a weight-lifting routine Crazy J's Biker gym? They love it, course. Lots of fun. Next, on the way the local bike shop to return some pa And after some beers, Crazy J and T too Criss pick up two fine-looki women at the gas station—they'll m them again later. On the road again, th pick up an unsuspecting hot-looki hitchhiker—you should never hit hike—trade her for bike parts, get sho steal her back, then meet up with ot girls and finish a weekend they'll ne forget! Super funny and hot! Video #20 $19.95, plus $3.00 for shipping. C.O.D. orders except with other pa Send check, money order, or use cre card. This video is sexually explicit. Y must be over 18 years old to order. All 3 to 10 days for delivery, depending your location. VHS or Beta, 110 minut

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Out On The Road

You too can win!

Man, talk about a sweet deal. How 'bout these runner-up prizes for finishin' third and fourth in our 1988 Subscription Sweepstakes? Pickin' up a pair of Harleys just for lickin' a few dozen stamps ain't too shabby.

Fresh outta Eagle Lake, Texas, Larry David Dietsch (better known as L.D. to his bros and fellow truckers) was awarded the Grand Prize, a shiny, new 1988 FLHS Sport Glide, similar to the one our bro Rip's been cruisin' around the country on for the past year and a half.

L.D. makes tracks all over the country as a long-haul trucker and can surely use the comfort the Sport Glide provides. One place he hasn't ridden it to yet is work, because he knows that a practical joker named Allen has a truck that the Sport Glide would fit into real nice. Hey, Allen, this bike is meant for the road, not the bed of a pick-'em-up.

Photo by Ted Shields

David Dietsch (better known as L.D.)

Photo by Jeff Smith

Pete Zid

Pete Zid, an Allstate insurance agent from Phoenix, Arizona, and a rider for over 20 years, sent in 15 entries to the Sweepstakes and was chosen as the First Prize Winner. He tooled down to Buddy Stubbs' Arizona Harley-Davidson last November 5 and took delivery of his Sportster 1200—you know, the new, yummy-lookin', grown-up Sporty that made its debut last year.

Pete's now gotta choose between his '84 FLH dresser and the 1200 to haul him around on his late-night or early-morning rides from the floor of the desert up to the Prescott National Forest and the old mining town of Jerome. It's one good way to leave the headaches of the insurance biz behind.

One other way is by readin' this rag, which he's been subscribin' to for the past three years.

—Bomber

1988 Sweepstakes Winners

Easyriders $100,0 Subscription

Score This Exclusive David Mann-Detailed Springer Softail®

The One-of-a-Kind David Mann Springer Softail®—you can't buy this 1989 FXSTS®. You'll never see another one like it. It will evolve into the only *Easyriders* David Mann-detailed 1989 Softail®, and you will receive it directly from the Mann himself at the 1989 *Easyriders* Motorcycle Rodeo Grand Nationals. We'll fly you out to California to party with the bros and attend the Grand Nationals.

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Well, it isn't. Many of our lucky readers will receive every prizes mentioned on these pages, totaling over $100,000. Don't forget to subscribe to the only magazine that has stood for bikers for over 18 years.

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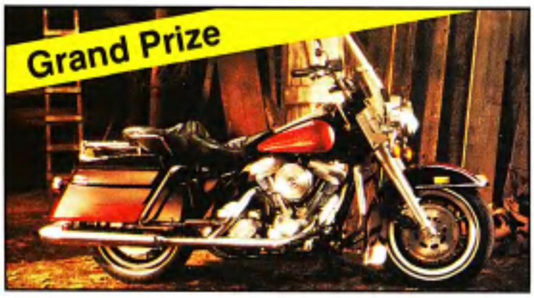
What rag would give you the opportunity to score a ride coupled with such outlandish prices?—So subscribe to the one rag dedicated to bikerdom.



Grand Prize

The 1989 FLHS Sport Glide®, just like the one Rip bought: a touring classic, designed to be the King of the Highway, with all the amenities, such as belt drive, five-speed tranny, and adjustable suspension—the whole enchilada.

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The 1989 XLH Sportster® 883 Hugger™, designed to ride low to the ground (the seat's only 26¾ inches high). With smooth suspension and a new 40 mm constant-velocity carb, it putts along clean and mean.

000 Sweepstakes

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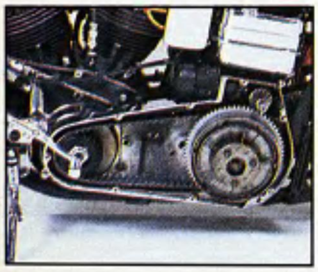

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Twenty certificates of $250 each—swap your old primary chain drive for a quiet, smooth Super Max power train, and putt in style.

$2,500 in Cobralinks Locks

25 Seventh Prizes
These indestructible ripoff-thwarters will keep your number-one possession right where you left her, and not in the back of a Midnight Express pickup truck.

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20 Fourth Prizes
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100 Sixth Prizes
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$10,000 in *Easyriders* Motorcycle Rodeo Tickets

500 Eighth Prizes
Five hundred tickets to any of the *Easyriders* Motorcycle Rodeos, valued at $20 each—pack your sweetie on the P-pad, your tent on the handlebars, and check out the rodeo events, scoots, and buckle-busters at any of our dust-kicking, American *Easyriders* Motorcycle Rodeos.

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed subscription envelope, or print your name, address, zip code, and telephone number on a 3"x5" piece of paper. Enter as often as you wish, but mail each entry separately to Paisano $100,000 SWEEPSTAKES, Box 3752, Escondido, CA 92025. Entry blank must be legible and completed in full to be valid. All entries must be received by July 15, 1989 (or by April 25, 1989, to be eligible for the Early Bird bonus prize). The Sweepstakes winner must be available to accept the prize at the Rodeo Grand Nationals in September 1989. Sweepstakes ends July 15, 1989. Paisano assumes no responsibility for lost, misdirected, or late mail.
2. All prizes will be awarded. Prizes are non-transferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 689 prizes—1 Sweepstakes Prize, 1 Grand Prize, 1 First Prize, 1 Second Prize, 20 Third Prizes, 20 Fourth Prizes, 20 Fifth Prizes, 100 Sixth Prizes, 25 Seventh Prizes, and 500 Eighth Prizes. Total approximate retail value of $107,528.
3. Winners will be selected by random drawing from all entries received by Davis Professional Corp., whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeit and an alternate winner selected. Odds of winning will be determined by number of entries received.
4. Sweepstakes is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE, AND LOCAL TAXES ON PRIZES, IF ANY, ARE THE RESPONSIBILITY OF THE WINNERS. Winners of vehicles are responsible for appropriate sales and use tax, dealer registration fee, and any other taxes or fees applicable.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN

PRE

ACHIN'

Hey, we've got a stringent rule around the garage: no preachin' to our readers—ya know, like your mom sayin', "Shouldn't ya wear a helmet?"—but we have sorta encouraged our brothers and sisters to leave the drugs and booze behind when it comes to hittin' the road, and here's one helluvan example why.

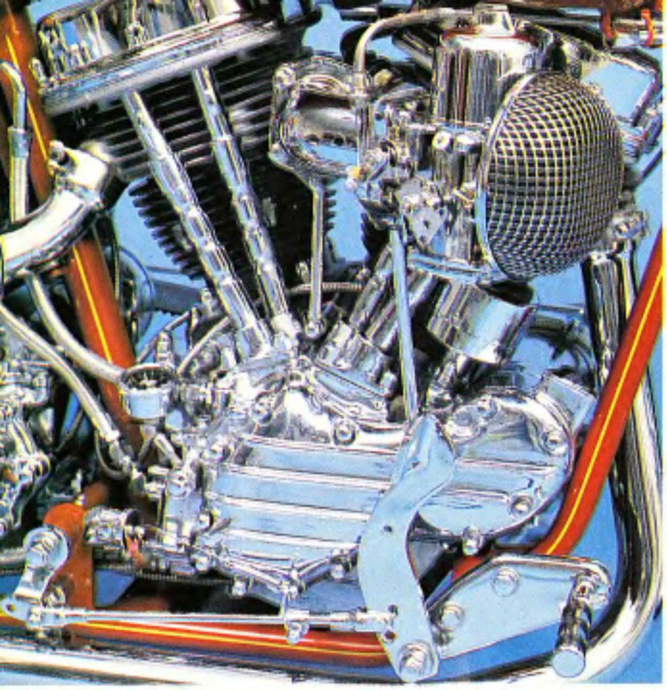
Dennis, the owner of this wild highbar pan, went to our rodeo in Stafford Springs, Connecticut (which is featured in this issue), and while he was diggin' the action, he saw a scooter that was too far-out to believe. It was so bad that he found the owner, John, who's one of the proprietors of C&L Hog Shop in Connecticut, and asked him if he could fashion his next scooter after the cone-motor shovel we were proud to feature in the February '87 issue of *Easyriders*.

Okay, so John was good enough to give Dennis his blessing, and Dennis went to his bro Pete, the owner of Longriders Custom Motorcycles in Milford, Connecticut, and the project was finished a year later—nice work, huh?

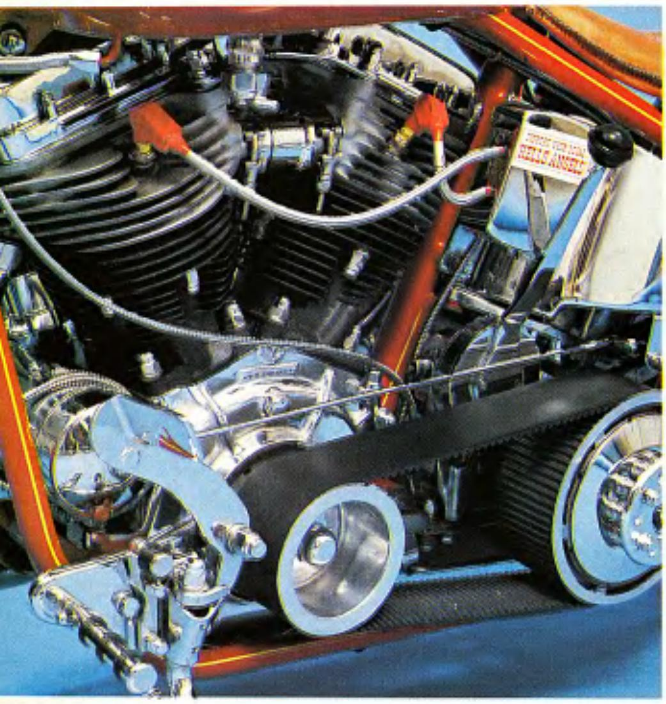
Well, Dennis caught the handle of Mr. Panhead during that project year. He also grabbed the highbar feelin': ridin' wild in the streets, grabbin' the chicks, showin' off at the bars. Those solid-chrome poles stickin' way up high have some kind of allurin' effect on the girls. Add that hardened-steel stance to the black ball on the jockey shift, plus the suicide clutch, raging flames, and the attitude upholstery on the roughed-out leather seat, and ya got a wild asphalt maniac.

Mr. Panhead got to drinkin' to accompany the scooter's outrageousness, and one day he showed up at Longriders, burnin' out, skidding, doin' wheelies, and in general bein' a fool. But he wasn't alone on this built-for-solo scoot—he was packin' some slinky-lookin' woman from one of the local nightclubs, and that buoyant package of femininity was bouncin' around and generally hangin' on fer dear life.

Mr. P finally settled down long enough to bring his buzz, the broad, and the bike to a standstill and introduce his find to the fellas. Pete took him aside, reminding him that the scoot wasn't designed to pack, but Mr. Tintop wasn't hearin' any of it and split, leaving the dancer to entertain the troops. He returned a short spell later, blazing right past the shop, his high hittin' all-time proportions as he pulled a U-ie in the middle of the street, jammed it down a gear, jumped the curb, and delivered another sweetie—'cept this one didn't have the pizazz, the looks, or the bulgin' profile of the last one.



Photos by Stephen Ogilvy



Owner: Dennis Mikhael	**City:** Westport, Connecticut	
General	**Frame**	
Fabrication by: Longriders Custom	Year: 1987	
Year and make: 1955 H-D	Builder: Paughco	
Model: Police Special	Type: rigid	
Value: infinite	Rake: none	
Assembly by: Longrider Pete	Stretch: none	
Time: one year	Other alterations: seat mounts/Evo tanks	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: narrowed 16-inch apes	
Year: 1955	Risers: Paughco	
Model: panhead	Fender(s): cut Super Glide	
Rebuilder: Big Jim McCauley	Headlight: 4-inch	
Ignition: 12-volt	Taillight: 1955 H-D	
Displacement: 74 cubic inches	Speedo: H-D Police Special	
Lower end: smooth	Front pegs: Arlen Ness	
Balancing: Beacon Falls Machine	Rear pegs: Arlen Ness	
Pistons: H-D	Electrics: 12-volt Wizard	
Cases: chrome H-D	Gas tank: 3½-gallon Evolution	
Heads: ported and polished	Oil tank: Paughco horseshoe	
Cam(s): Andrews BH	Oil system: stainless lines	
Lifters: stock hydraulic	Primary cover: none	
Carb(s): Rivera chrome SU	Seat: C&L Hog Shop, Connecticut	
Air cleaner: Rivera	Sissybar: Jammer	
Pipes: Krazy Ray	Height: short	
Muffler(s): forget it	Material: chrome steel	
Transmission	**Forks**	
Modifications: chrome	Type: springer	
Year: 1955	Extension: none	
Shifting: jockey	Builder: Paughco	
Engine sprocket: Primo 3" pulley	Special features: cap nuts	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Metal Reflections	Hub: Perf. Mach.	Hub: Harley
Painter: Valentino Bianco	Rim width: 1.85 inches	Rim width: 3 inches
Color: candy red	Tire: Dunlop	Tire: Dunlop
Type: lacquer	Brake: Perf. Mach	Brake: mechanical
Special paint: val flames		

Other special modifications: Stainless electrical wiring courtesy of Ma Bell pay phones. Stainless machine work, Krazy Ray. Special thanks to John Clapper of C&L Hog Shop, whose rigid shovel inspired this panhead.

After a quick introduction to the boys, the Tin Man was down the road again, only to reemerge once more in short order, packin' one of the ugliest barmaids to ever pull a tap in Connecticut. Of course, by then he was three horseshoe oil tanks to the wind—the brain cells were flyin' outta his ears as he wobbled to a stop outside the shop. Some of the bros even hadda run out and catch the teetering front end, 'cause he had gone past the feet-on-the-pavement stage.

Well bros, there's a lesson in there somewhere—but it's not for me to say.

—Renegade

California Bikers Face Helmet Law in 1989

by Bill Bish, National Director
Bikers Against Manslaughter

Following an intense 22-year struggle with both state and federal bureaucrats, it appears that California bikers may finally succumb to the passage of a helmet law during this legislative session. The question is, will it be an across-the-board helmet law, or will it pertain only to riders and passengers under 21 years of age?

The situation became evident last year, when Governor George Deukmejian vetoed a mandatory helmet bill (Assemblyman Richard Floyd's AB-36). In exchange for the veto, he asked for the commitment of California bikers to the passage of a more comprehensive safety measure, which would include an under-21 helmet provision. The governor's office asked Assemblywoman Bev Hansen to carry the administration's bill.

On January 5, during a press conference that boasted such celebrities as Jay Leno, Fred Dryer, and Dwight Yoakam, Hansen introduced AB-55 as an alternative to Floyd's bill (which was re-introduced as AB-8). She also invited motorcyclists' rights leaders to attend a round-table discussion with her staff and other safety officials to iron out any details prior to scheduling the bill for legislative committee.

Representatives from ABATE, the American Motorcyclist Association, Bipartisans Against Discriminatory Legislation, Bikers Against Manslaughter, the California Motorcyclist Association, the Modified Motorcycle Association, the Motorcycle Industry Council, and the Motorcycle Safety Foundation met February 17 to discuss specific concerns about AB-55 with Assemblywoman Hansen and a panel of state officials. Probably to everyone's surprise, the bikers and the bureaucrats saw eye to eye on most key areas, and the five-hour "bull session" led to a final version of AB-55. Following are the major provisions:

- Requires helmets for riders under 21 (as originally introduced, AB-55 mandated helmet use for riders under 25).
- Requires completion of the California Motorcycle Safety Program (CMSP) for license applicants under 21.
- Allows CMSP course graduates of any age to waive the driving portion of the DMV test.
- Creates separate license category for "mopeds and motorized bicycles" to prevent motorcycle license applicants from taking required riding tests on smaller vehicles. However, the CMSP is required for under-21 moped licensees as well.
- Increases the penalties for operating a motorcycle without the proper license and allows a court to impound the vehicle of anyone driving without the required license.

Assemblywoman Bev Hansen

In keeping with the promise made to Governor Deukmejian in return for his veto of Floyd's bill last June, most of the major California motorcycle groups had already agreed to not oppose AB-55. However, Hansen's staff pointed out that several key committees have been realigned in Floyd's favor this year and, without active support from the motorcycle community, AB-8 could gain momentum and again reach the governor's desk (especially considering the attention Floyd has focused on his bill in the aftermath of Gary Busey's well-publicized motorcycle accident).

"The governor has already come out in opposition to AB-8 and has said that he will veto it and sign AB-55," said Hansen. Referring to the negative publicity that Deukmejian received from last year's veto, and the fact that Deukmejian does not intend to run again for governor, Hansen added that, "If Floyd's bill reaches his desk again and ours doesn't, we can't predict what he'll do."

Hansen also voiced concern that Floyd may attempt to "hijack" her bill (adapting her major provisions to his own bill) and explained that motorcyclist support of AB-55 and opposition to AB-8 may help protect it from such a political maneuver.

California is the only state that has never had an adult helmet law on the books, and after having successfully fended off helmet legislation since 1966 (when the Department of Transportation coerced the rest of the country into passing helmet laws), Golden State bikers now must fight in favor of a helmet law for under 21 in order to protect the rights of the majority of adult riders.

For more information and a list of key committee members, phone 1-800-4-BIKERS.

Nashville Negotiations

For years, the Metro Police Department in Nashville has been harassing motorcyclists, especially H-D riders—everything from unwarranted stops and tickets to just general harassment.

It took some time and a lot of persuasion, but not too long ago we had a meeting with Nashville police chief Joe Casey. The purpose of the meeting was to express our concerns about the problems motorcyclists are having.

The meeting went well and we got a lot accomplished. At least the police department has agreed to start working with us to alleviate the problems. We also now have Incident Report Cards (bitch cards) for use anywhere in Tennessee. The cards are important in that we can document any and all forms of unwarranted police harassment. Do yourself and us a favor and get one of these cards and carry it with you.

If you are having problems in your area, contact us and we will do our best to help you solve them. But also remember to commend police departments and/or officers for being honest and helping you in a bad situation. All of us need to start working together to make the motorcyclist's life in Tennessee a lot safer and easier.

If you have questions or need further info or one of our Incident Report Cards, call us. We have two answering machines: Tim Saltsman, State Director at (615) 361-6023 or Dave Anderson, Assistant State Director at (615) 889-7838.

—from CMT/ABATE
Nashville, Tenn.

Who Are the Hamsters?

This being the 10th anniversary of the Hamsters, I thought it fitting to finally reveal once and for all how, when, where, and why the Hamsters were created. So many times I see guys—and yeah, even some chicks—with Hamster shirts on and I feel like grabbing them and saying, "Hey, where'd you get that shirt?" This was our own private club, exclusive—not just anyone could be a member. When I see someone wearing the Hamster "colors," I feel as though it's my duty to know who that person is and how those "colors" came into his or her possession.

I do know for a fact that not many members of this group are aware of what actually took place in Daytona in 1978. I do. I was the first Hamsterette. My very dear bro, Jim (Hamster on Parole) Leahy, and I were the founders of the original Hamsters. The following is our story:

It all started one warm, balmy night in Daytona Beach. It was March 1978—Daytona Bike Week. We were all staying at the Mystic Sea Motel on North Atlantic Avenue. Being right on the beach, this place was not too shabby. Didn't really matter, because wherever we went, a good, fun time was sure to be had by all. I guess now is as good a time as any to tell who "we" were.

Dave Perewitz of Cycle Fabrications and his entourage had come down from cold and snowy Brockton, Massachusetts—and not any too soon. Anyone remember the Great Blizzard of 1978? The Florida warmth and sunshine were greatly appreciated when the Cycle Fab gang rolled into town.

Also on hand were Arlen Ness and his crew from San

Leandro, California. Many other custom bike builders were at the Mystic Sea that year, including Donnie Smith of Smith Bros. & Fetrow in Minneapolis, Minnesota; Barry Cooney of BC Choppers in Oregon; and Ed Kerr from Pennsylvania.

Jim and I had gone to our rooms for a little snooze. Seems as though we had overdone the sun, fun, and beer out at the Cabbage Patch drags that afternoon. We needed to rest up for another night of partying. When we woke up, the motel was deserted. Our bros had gone into town on their scoots and left us behind. Well, now what? Left alone . . . no rides, no money, but plenty of beer. We popped a few brewskis and hung around, awaiting the return of our bros.

After a few beers, we were anxious for something to do. Jim started calling the guys a "bunch of hamsters" for leaving without us. He grabbed a paper plate and drew a picture of a hamster on it and printed Hamster MC around the top of the plate.

We decided the plate looked so good we'd hang it up on a door, so everyone could see how industrious we had been in their absence. Only one problem: whose door to hang it on? So back to the kitchen drawing table—more plates, more pens, more Hamster plates to be made. All the guys deserved their own. Just before we hung the plates on everyone's doors, Jim personalized a few of them. Perewitz was appointed president of the East Coast chapter, Ness was president of the West Coast chapter, Smith was president of the Midwest chapter, and Cooney was the Northwest chapter president. With the plates hung on the proper room doors, we sat back, downed a few more brews, and awaited their arrival.

The big boys came thundering back on their big toys. When they eyeballed the plates, hysteria set in. They loved it . . . Jim and I were actually trying to piss them off for leaving us behind. Everyone liked the newly formed club. The idea stuck. From then on, this special group of people referred to themselves as Hamsters. Since then, we have dropped the MC from the name and are now just the Hamsters.

A few things have changed. New members have joined. The requirements are not mandatory anymore. The one thing that has stayed the same over the past 10 years is the purpose of this group: It's a get-together of friends from all over the country to be together and party together and have a good time. The Hamsters are a prestigious group. We are not out to hurt anyone or cause any trouble or grief. These guys all share the same interest . . . clean custom scoots and the love of motorcycles, riding together and partying together.

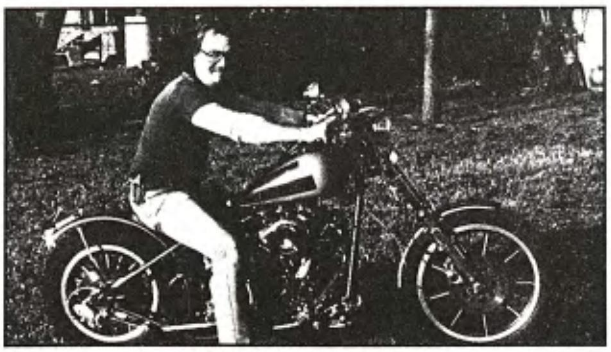
Some things, hopefully, will never change.

—Susie Creamcheese
1988

P.S. Special thanks to Arlin Fatland of 2 Wheeler's in Denver for the distribution of the original Hamster shirts. It was decided in Sturgis this year by the senior members of the Hamsters that T-shirts will no longer be available at major runs, because the group is getting too big now and there are too many strange faces.

Also thanks to Donnie Smith and Dave Bell of Minneapolis for the Hamster logo. Jim and I were not artists. Extra thanks to many new members from other parts of the country who have put much effort into the Hamsters—Gary Bang from Southern Cal, Don Hotop from Iowa, Fred Cuba from Nebraska, Peter from D.S. Specialities in Minneapolis, and ol' Fish George from Gloucester, Massachusetts.

Freedom for Arkansas



Randy Koivisto, ABATE of Arkansas

Arkansas motorcyclists are on the threshold of freedom of choice, according to Randy Koivisto, President of ABATE of Western Arkansas.

"The Arkansas senate transportation committee has recommended the passage of an amendment to the helmet law giving adult motorcyclists the option of wearing helmets or not," said Koivisto. "Some of the most influential senators in the state are on the transportation committee and their recommendation should carry a lot of weight."

Arkansas motorcyclists are urged to phone and/or write their senators and representatives to help ensure the passage of this amendment.

For information on who your senators and representatives are, call 501-782-0921 and ask for Randy.

NEW HOTLINE PHONE NUMBER!

In our raggedy attempt to make use of the latest available technology and to provide bikers with up-to-the-minute happenings, we are proud to introduce a new service.

The *What's Happenin' Hotline* is a new 900 phone line we've opened, with the intention of providing state-by-state information that's easy to access and use. To find out where next weekend's run will be in your area, simply call 1-900-234-BIKE (2354). The strange voice will lead you through the motions and three options.

By dialing a two-digit number corresponding to your state, you can find out what's going on in your area. Each state is listed numerically according to its alphabetic order—in other words, we start with Alabama at 01 and work up to Wyoming at 50. Each state's number will appear next to its entry in the "What's Happenin'" column.

In addition, you'll also be able to leave a message for an upcoming event you're planning (include the name, date, time, and location of your event, along with you name and phone number). Or you can leave a message for the staff about anything that concerns biking: legislation, article ideas, etc.—you can pitch a bitch or, God forbid, give us a pat on the back. Recorded information will be updated weekly. Like the headline says, it's for the betterment of bikers.

And don't forget—you can vote for the current month's "Fox Hunt" entrants while you're on the line.

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In answer to the many inquiries regarding the A.I.M. attorney track record and an attempt to keep motorcyclists informed as to the results of the continuing battle for their legal rights, we submit the following case study.

MOTORCYCLE versus CAR INTERSECTION ACCIDENT
250,000 Single Limit Policy Settlement

FACTS: Motorcyclist was continuing on a through street and had the right of way. The driver of a car negligently entered the intersection from a stop sign, thus failing to yeild to the motorcycle. Police cited speed as a contributing factor on the part of the biker to the damage and injuries, but not necessarily the proximate cause of the accident. Further, the police stated that the biker "had been drinking". It was explained to the insurance adjuster that the law prohibits driving under the influence and although drinking and riding is never recommended, the law clearly does not forbid the consumption of alcohol *if* it does not affect the driver. Thus it was agreed that although the motorcyclist did contribute somewhat to the damages sustained, his injuries were so grevious that they exceeded the policy amount.

INJURIES: The extensive injuries suffered by the motorcyclist were as follows:

Compound fracture right elbow
Compound communted fracture of left heel
Fracture of left forearm
Dislocation and fracture of left wrist
Nasal fracture
Dental fractures
Severe scarring

RESULTS: This biker approached our law offices eight months post accident. He had an attorney (you may change lawyers at any time), that was a practicing criminal attorney. The lack of expertise in the personal injury field and more particularly, little experience in motorcycle accidents had caused the motorcycle damage to be still pending. Ten days after substituting in our law office, the property damage on the bike was paid and subsequently, four months later, the bodily injury settlement was completed for the full policy limit of $250,000.

Bikers' Rights Organizations Nationwide

The following groups and individuals are bustin' ass to keep our faces in the wind, an' they need your support to keep the legislative wolves at bay. Write the organization in your state, and they will direct you to the chapter nearest you. Changes, additions, and deletions should be sent to Bikers' Rights, Box 3000, Agoura Hills, CA 91301. Since space is at a premium, we are unable to list every chapter, phone number, and contact. For a complete listing, inquire at the above address.

ALABAMA
Alabama Riders Association/ABATE
Box 360095
Birmingham 35216

ALASKA
ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
(907) 248-7828
ABATE of Alaska
Tanana Valley Chapter
Box 74773
Fairbanks 99707
ABATE of Alaska
Kenai Peninsula Chapter
Box 1969
Soldotna 99669
ABATE of Alaska
Mat Valley Chapter
Box 872505
Wasilla 99687

ARIZONA
Modified Motorcycle Association
MMA of Tucson
Box 22558
Tucson 85734-2558
ABATE of Arizona, Inc.
Prescott-Yavapai County District
Box 3377
Prescott 86303
(602) 445-7386 (602) 445-7425
ABATE of Arizona, Inc.
East Valley District
3135 S. 48th St., Suite 3, Box 69
Tempe 85282
(602) 968-8985

ARKANSAS
ABATE of Central Arkansas, Inc.
Rt. 2, Box 1388
Dardanelle 72834
ABATE of Arkansas, Inc.
8120 Doyle Springs Rd.
Little Rock 72209

CALIFORNIA
Modified Motorcycle Association
2206 16th St.
Sacramento 95818
Brothers of the Third Wheel
1229 S. Monterey St.
Alhambra 91801
ABATE of California
Box 8
Oak View 93022
ABATE of California
San Diego Chapter
Box 65, MCRD
San Diego 92140
(619) 283-9879
PAC-MAN
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Passin' Gas

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not yer meat!) and slip it to us. We'll pay $25 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

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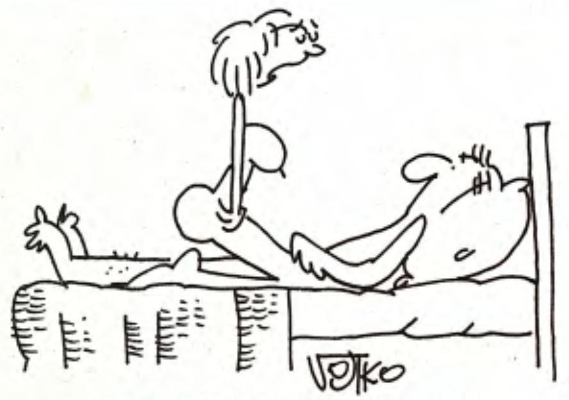

"It was more fun before we were married."

After a wild, balls-to-the-wall party with the bros, Joker woke up the next morning, hungover as a muthafucker and tryin' to remember what the hell had happened.

"Hey, sweetmeat," he asked his ol' lady, "was it you that I stripped naked, spread mayonnaise all over, and fucked doggy-style on the pool table, while all the bros clapped and cheered me on?"

His ol' lady considered for a second and said, "Shit, honey, 'bout what time?"

—Saddle Burr
Sarasota, Fla.

Maybe you've heard of the most recent social-action group. It's called DAM—Mothers Against Dyslexia.

—Pete Graham
Tehachapi, Calif.

A guest at a hotel decided to write a letter home. Finding no paper in his room, he walked to the lobby and asked the attractive young girl at the front desk, "Miss, do you keep stationery?"

"Yeah," the girl answered pertly, "until someone touches my clit—then I go fuckin' crazy."

—Wolf
Oshkosh, Wis.

Three nuns died and arrived at the Golden Gates, where Saint Peter informed them that they must each correctly answer a question to get into heaven. He asked the first nun, "Who was the first man on earth?"

"Oh, that's an easy one," she replied, smiling. "It was Adam." Immediately, a chorus of angels sang out, the Golden Gates swung open, and she was admitted to heaven.

To the second nun, Saint Peter asked, "Who was the first woman on earth?"

"Simple," said the sister. "It was Eve, of course." Again, a chorus of angels sang out, the Golden Gates swung open, and into heaven she went.

To the third nun, Saint Peter asked, "And what was the first thing Eve said to Adam?"

Scratching her head, the stumped nun exclaimed, "Oh my, that's a hard one!"

A chorus of angels sang out . . .

—Bulldog
Pryor, Okla.

Why don't debutantes like gang-bangs?

Too many thank-you notes to write.

—Victor DeLaMora
Tehachapi, Calif.

Easyriders

"I sure hope the boss doesn't question zero percent financing plus $3,000 cash back."

An 85-year-old lady lived with her 60-year old stepson, and as a Mother's Day present one year, the stepson graciously offered to give her a long fuckin'.

She was grateful, and they went at it together with zeal—but a coupla minutes after he slipped in his meat, the old gal shit all over herself and the bedsheets.

Stunned, the stepson jumped off and said, "Jeez, Mother, whatdafuck are you doin'?"

"I'm sorry, son. I'm just too old to come, but I love you so much I had to do *something*."

—Rube
USA

Big Jim rode up just as Tiny came stormin' outta the house, cussin' a blue streak. From inside the house could be heard loud screaming and fiery epitaphs, all directed at Tiny.

"What's that all about, man?" Big Jim asked his bro.

"Aw, Lois and me just had a fight. She jumped in my shit and accused me of fuckin' around on her. Now she says she's gonna cut me off."

"Man, that's a bummer," Big Jim said.

"Shit, it's no sweat, bro. The dumb bitch doesn't even know where I'm getting it."

—Sparky
Grand Rapids, Mich.

Easyriders

"If you can do *that*, why the hell can't you fetch my pipe and slippers?"

Hungrier'n shit, Pegleg plopped down at the lunch counter next to a bro who had a steaming bowl of chili in front of him. When the waitress came to take his order, Pegleg said, "That chili smells pretty good. Lemme have a bowl of that."

The waitress brought his order right away, and Pegleg scarfed it down as fast as he could shovel it in. Still hungry, he noticed that the bro beside him still hadn't touched his bowl.

"Hey, man," Pegleg asked, "you gonna eat that?"

"Nope."

"Ya mind if I have at it, then?"

The bro shrugged and said, "Fuck, go ahead."

Pegleg thanked him, slid the bowl over, and dug in. He was almost through when he looked down and noticed a greasy dog turd lying in the bottom of the bowl. Gagging, he power-puked his meal back up into the bowl.

The bro next to him glanced over and said, "Yeah, that's as far as I got, too."

—Mark Buchanan
Opdyke, Ill.

Definition of *avalanche*: a mountain getting its rocks off.

—James Wheway
Somers, Conn.

Did you hear about the seven-foot bro who married the midget chick?

He was nuts over her.

—Bob Wells
Alexandria, Ind.

The biker's ol' lady appeared before the judge to petition for a divorce.

The judge asked, "Do you have grounds for divorce?"

"Sure, judge," she replied. "We have two acres out west of town, and . . ."

"No, no, that's not what I mean," the magistrate interrupted. "For instance, does he beat you up?"

"Oh no, Your Honor. I usually get outta bed a couple of hours before he does."

"Lady, you don't understand," said the judge. "What I mean is, do you have a grudge?"

"No, but he did build me a carport last year."

Frustrated, the judge asked, "Ma'am, just why do you want a divorce?"

"Because," she said, "the sonuvabitch is always bitchin' that he can't carry on an intelligent conversation with me."

—Jerry Laxson
Madill, Okla.

Easyriders

"Certainly I love you, bitch. But I'll love you more if you get the fuck out of here."

Here's still *another* way to tell when yer ol' lady's gettin' too fat: When you hug her and can't tell which fuckin' side you're on.

—Al Troxler
Greensboro, N.C.

Q: What's the difference between Miraculous Mutha and a squad car?

A: It takes two squad cars to block a road.

—Fast Eddie
Morris Plains, N.J.

Easyriders

". . . and he makes me douche three times a day. His doctor put him on a salt-free diet."

Strollin' through the park one day, a guy noticed an old biker sitting on a park bench, crying his eyes out.

"What's the matter, old bro? Can I help?" he asked solicitously.

The graybeard just kept sitting there, bawling like a baby. Finally he said, "A year ago, I married this beautiful 26-year-old girl, and I've never been happier in my life. Before breakfast each morning, she wakes me up with a slow blow-job, serves me bacon and eggs and toasted English muffins and piping hot coffee, and then I go back to bed and rest till lunchtime.

"Then she blows me again before lunch, serves me a hot, delicious meal, and I usually take a walk and rest till dinnertime. And she blows me *again* before dinner and serves me another terrific meal, and I fall asleep until morning. She's the most wonderful woman I've ever met in my life."

Puzzled, the guy looked questioningly at the aged biker. "Then why in the hell are you crying?" he asked.

"I forgot where I live," the old bro wailed.

—Hammerhead
Inside

Why did the whore with two cunts get kicked out of the brothel?

The other girls didn't like her holier-than-thou attitude.

—Ruben Sanchez
Tehachapi, Calif.

What do lawyers do after they die?

They lie still.

—Pete Graham
Tehachapi, Calif.

A priest was walking along a quiet residential street lined with fine old homes. The day was bitterly cold, with overcast skies and a blanket of snow on the wide, spacious lawns.

Halfway down the block, a biker's rugrat was frantically jumping up and down on the front porch of one house, trying to reach the doorbell without success. Every now and then, the priest observed, the kid would stop and warm his small hands by blowing on them.

The poor little devil, thought the priest, walking up to the porch. Patting the crumbsnatcher protectively on the shoulder, he rang the bell vigorously with his other hand.

"And now what, my little man?" the priest said, smiling down at the boy.

"Now," replied the rugrat breathlessly, "we run like hell!"

—Mad Dog
Tenn. Colony, Tex.

Easyriders

"He said, 'Violence is the tool of the ignorant.' So I showed him just how good a tool it is."

How do you find an old, old man at a nudist colony?

It isn't hard.

—Brian Rager
Pittsburgh, Pa.

Q: What's the best-looking part of a woman?

A: The top of her head.

—Bob Wells
Alexandria, Ind.

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FAST

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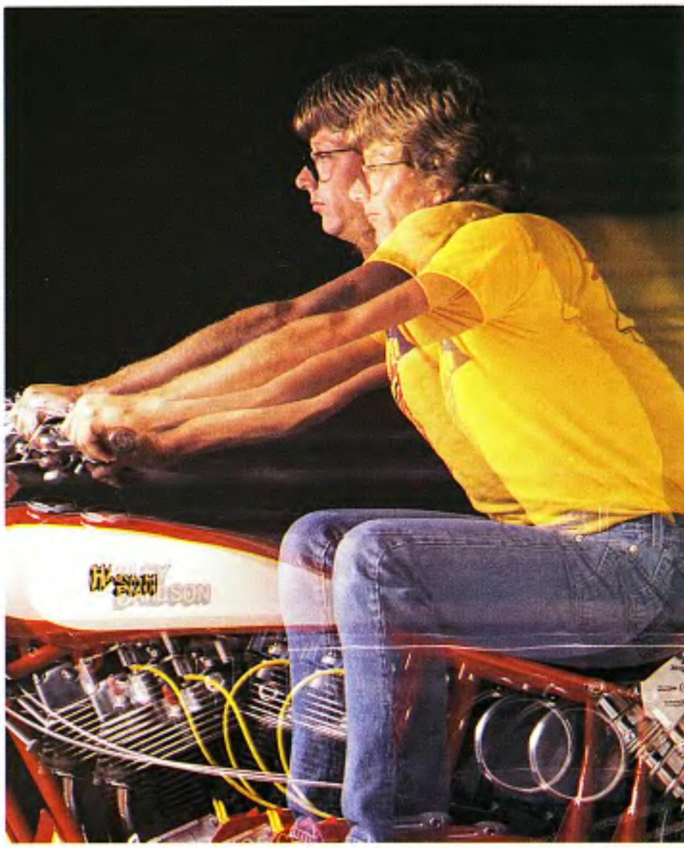
Hard work and fast motorcycles make this man click. Life's crazy, and people's attitudes are even more bizarre. The public once had the notion that scooter people were bums, yet most of my biker-to-the-bone brothers are some of the most self-sufficient, hardworking, talented taxpayers I know.



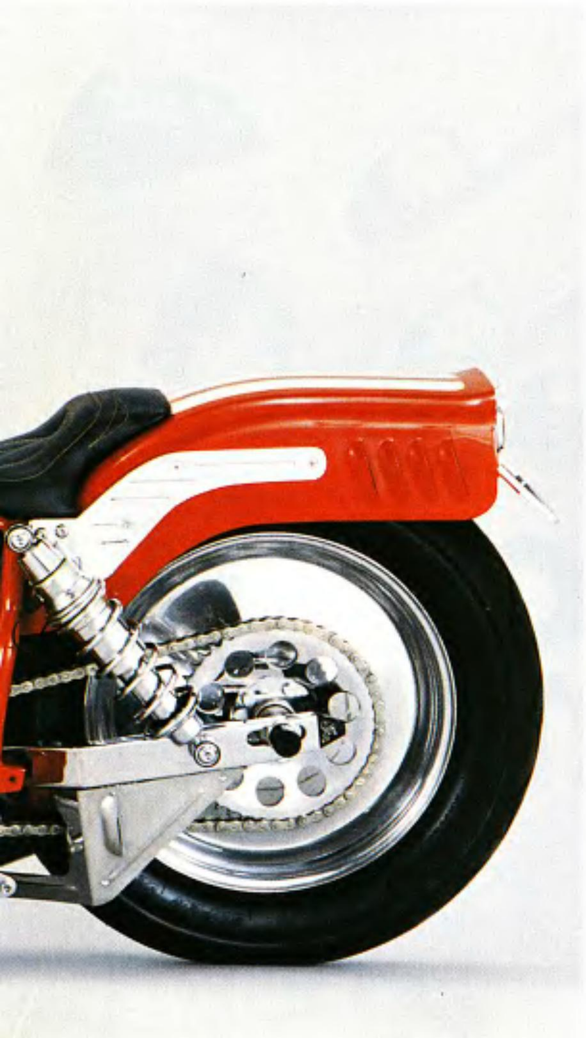
Photos by Mike Lichter

Neal's a brother who runs his family-owned (for over 50 years), 1,000-acre corn farm in Prosser, Nebraska. The job entails 18-hour days during the harvesting season, with a very short winter season off—and during those blustery months, the farm must be maintained, the equipment serviced, and the livestock cared for.

He began his riding career out of necessity, riding minibikes and trikes around the farm. When he hit 14 he graduated to motocross. Can you imagine his dad's face when he saw his son screaming down rows of corn on their hilly land, tryin' to outdo himself daily?

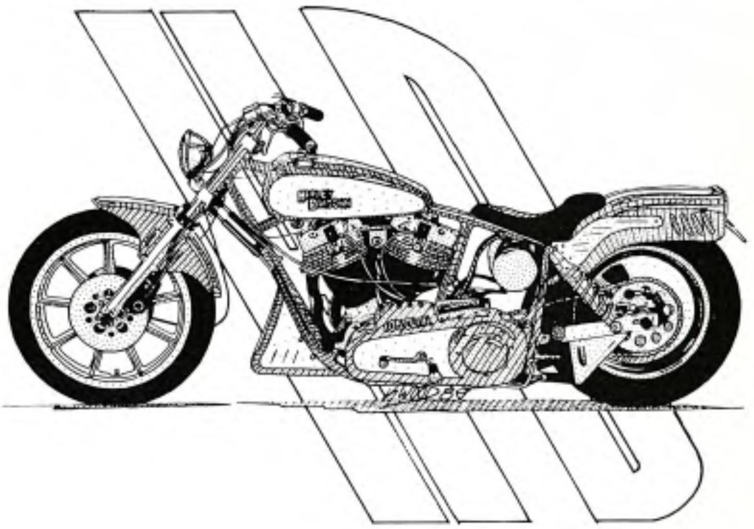
Neal's taste and feel for speed grew, first with the ring-ding thing and then with this scoot, which began as a new, stock '83 shovel. He put 19,000 hard miles on it the first year, then it wasn't fast enough anymore. So he pulled the engine, built it up to 97 inches, and stuck it back into the stock frame. "I could beat anyone I wanted to then," he says, remembering those days.

But when the new Jap hot rods hit the showrooms, Neal decided he wanted a show-and-go scooter, something totally different and fast—real fast, no-bull fast. He went back to his buddy, Fred at Fred's Speed and Sport in Hastings, Nebraska, and they started this project. Upon completion, this red-and-white locomotive did consistent low 10s and once in a while a high 9 at the drags. Top speed in the quarter-mile reached 145 mph. Not too bad for a bike bum. —Ball



Owner: Neal Sahling	**City:** Prosser, Nebraska	
General	**Frame**	
Fabrication by: Fred's	Year: 1983	
Year and make: 1983 H-D	Builder: Fred's/H-D	
Model: hot rod	Type: swingarm	
Value: megabucks	Rake: same	
Assembly by: Fred's	Stretch: yes	
Time: long time	Other alterations: all over	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: Drag Specialties	
Year: 1983	Risers: Drag Specialties	
Model: big FX	Fender(s): Fred's	
Rebuilder: Truett and Osborn	Headlight: Drag Specialties	
Ignition: Accel	Taillight: Drag Specialties	
Displacement: 105 cubic inches	Speedo: Drag Specialties	
Lower end: Truett stroker	Front pegs: Drag Specialties	
Balancing: Truett	Rear pegs: none	
Pistons: Axtell	Electrics: solid-state	
Cases: legal	Gas tank: Fred's/chopper	
Heads: ported 4-plug	Oil tank: spun	
Cam(s): Andrews B	Oil system: wet	
Lifters: solids	Primary cover: Fred's	
Carb(s): SU	Seat: Danny Gray	
Air cleaner: SU	Sissybar: none	
Pipes: Fat Fred's Fun Factory	Height: n/a	
Muffler(s): ha-ha	Material: n/a	
Transmission	**Forks**	
Modifications: close/ratio	Type: narrow glide	
Year: 1983	Extension: 2 inches under	
Shifting: backward	Builder: H-D/Fred's	
Engine sprocket: belt	Special features: aluminum trees	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 48-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Kevin and Clod	Hub: H-D	Hub: Perf. Mach.
Painter: Kevin and Clod	Rim width: WM2	Rim width: enough
Color: red and white	Tire: Avon	Tire: Avon
Type: Delkron	Brake: H-D	Brake: Perf. Mach.
Special paint: Beyke		

Other special modifications: Bike completely hand-fabricated for owner by Fred's Speed & Sport. Thanks from Fred to Art at Paughco, Jim Betlach "Chicken Gizzards," and Joe Knaap.



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MAD DOG

by George Pawlaczyk

It was me the killer had wanted to see over his gunsights, but in my absence he'd settled for whatever else was handy.

I sat in my battered van and surveyed the wreckage of my farmhouse. There didn't look like there was much that hadn't been trashed or shot full of holes.

I got out and picked up a brass cartridge case from the many that littered the dirt road. It was a nine-millimeter, as were the rest, so it looked like the bastard had used a full automatic.

Had he driven way up this remote dirt road alone? Was he or someone else still waiting for me? I pulled the 12-gauge pump from my van and chambered a double-ought buck. Then I listened carefully, but there was no sound except for the wind in the trees.

From the side of the van, I could see that the door to my place had been splintered apart, and it now hung by a single hinge. The windows had been shot out, and my personal belongings were scattered across the porch and small front lawn. I took all this in as I looked for something out of place that might give me the location of a hidden bushwhacker. Nothing.

Carefully I edged away from the van and took a running leap into the drainage ditch alongside the road. I landed right on top of my dog Sam. Sam was dead—blood-sodden from his nose to his tail. The killer had left me a calling card I wouldn't soon forget.

The shock of it made me slip in the mud, and that's when I looked down the length of the deep and muddy ditch, and damned if my three pit bulls weren't there, as dead as Sam, their tongues stuck out and flies already in their eyes.

In anger I jumped up and emptied my pump, blasting brush and trees and not bothering much to look at what I was shooting. It was a waste of good ammunition, but I figured the surprise of it might get someone in hiding to move or shoot back or otherwise show his hand. But nothing happened.

Then I looked back at my poor buddy, the mongrel Sam, the dog with Texas on his side.

That dog had gone everywhere with me, crouching down in my sidecar, barking at big old Texas steers that, often as not, paid no attention to him. Sam was a good one, part German shepherd and part unknown, and on his flank he had a large patch of brown over his otherwise pure-white fur, shaped exactly like the state of Texas.

As I approached the thing lying in the weeds, I glanced up at the barn. Its doors hung open—and I could see the empty stall where my knucklehead had been. Cursing, I took a step toward the barn doors . . .

I pulled what was left of Sam out of the mud and put him in my van. Whoever had done the shooting was probably long gone. The farmhouse was at least a mile from the nearest house. I figured the best I could do was to check the house and barn. Maybe something had been dropped—a cigarette pack or anything to give me a line to the bastards.

I started up to the barn first because that's where I stored my '47 knucklehead, a pearl-white beauty that I'd built during the long winter. I reloaded the shotgun, and about 50 feet from the side of the barn, I spotted a damned curious sight: sprawled in the tall grass was another dead dog.

I couldn't believe what I was looking at when I stepped closer. It looked like Sam. There was a thick leather collar around its neck, with a round copper tag just like the Sam's ID tag. But the clincher was on the dog's flank. There was the same curious brown marking, shaped just like the state of Texas.

How in the hell could this be? I whirled around, and there was my van, and I could see a dog's body inside from where I stood. As I approached the thing lying in the weeds, I glanced up at the barn. Its doors hung open—and I could see the empty stall where my knucklehead had been. Cursing, I took a step toward the barn doors . . .

The next thing I remember is waking up, my eyes blurry and bells going off in my head. Gradually, as my vision cleared, I could make out the television. Vanna White was turning the letter *K*. I slipped away again.

When I woke up again, I was looking at a cop. He held out a pencil and pad. "I'm going to put this in your hand," he said, "and I want you to write some answers for me." He sat back and folded his arms.

I wasn't sure what the hell had happened to me, so I figured the best thing to do was to tell him where he could stick that pencil. But I couldn't speak a word—something was encasing my jaw, and all I could do was stare bug-eyed at the cop and suck air.

I let the pencil drop, and the cop's eyes hardened. He picked it up and tried to replace it between my fingers, but when he did, I was stunned. I could feel sensation in my fingers and I could move my legs, but I couldn't move my arms. I painfully looked down as best I could and saw that I had full-length casts on both arms. The cast around my jaw seemed to cover my entire head. In frustration, I tried to yell, but it sounded more like I was being strangled than anything else.

It quickly brought a nurse, a young blonde who looked me straight in the eye and never stopped smiling. She shooed the cop away and held up a needle. "This will pinch a little bit," she said, but I don't remember if it did or not.

Illustration by David Mann

Ad Council

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MAD DOG

I stayed in various hospitals for a year and a half. I had to be taught how to walk again, because the blast from the booby trap placed near the dog's carcass had ripped my hips apart.

A plastic surgeon was able to partially clean up the burned areas of my neck and face on the left side. He even grafted a piece of skin over the place where my eyebrow had been. The theory was that, since it came from my forearm, it could be coaxed into growing hair and maybe looking something like an eyebrow. It had limited success.

But all in all, I couldn't snivel too much about my injuries. I could still walk and talk, see and hear—and my privates were right where they were supposed to be. True, I was a bit on the gruesome side, but hell, I'd been that way to start.

In fact, when I thought about it, I realized I'd been luckier than hell. The cops told me I'd stepped on the equivalent of five sticks of dynamite. By rights, they should have been picking my body parts out of the barn boards.

The only thing that probably saved me, they said, was that the bomb's detonator hadn't worked properly. The police lab report said that a plunger tipped with pure phosphorus had to hit directly into a hole in the side of the huge pipe bomb that had been buried a few inches deep next to the dog.

Instead, however, my foot had hit the trigger pan in such a way that the plunger was slightly deflected. So I'd walked past the bomb and was kneeling down to look at the animal's body when the bomb blew.

What had happened to me was history, and there was no use whining about it. There was nothing I could do now but make the best of steel plates and skin grafts. At least I was alive.

Whoever had planted that pipe bomb had made my life simple; he'd turned me into sort of a missionary, as unlikely as that might seem, and my mission was to watch the life slowly leak out of that sucker—to look into the slimeball's face as his life dripped away, shining a penlight into his eyes so I could have the pleasure of watching his pupils dilate. It wouldn't turn me back into the physical specimen I'd been before, but it'd be a good start for something.

I wasn't sure how I'd go about killing him yet. Hell, I wasn't really sure who had done it, but I had a good suspicion. In fact, I'd always thought this particular dude might try something. It was why I preferred to live way back on a country road and not list my name in the phone book.

When I found him, my plan was to use a technique I'd read about while I was lying flat on my back in the hospital. It was the true tale of Johnny Logan's revenge.

What had happened to me was history, and there was no use whining about it. There was nothing I could do now but make the best of steel plates and skin grafts.

Logan was a half-breed who was insulted by a minor Shawnee chief. The chief had threatened to cut him up and feed him to the village curs. There was no worse insult.

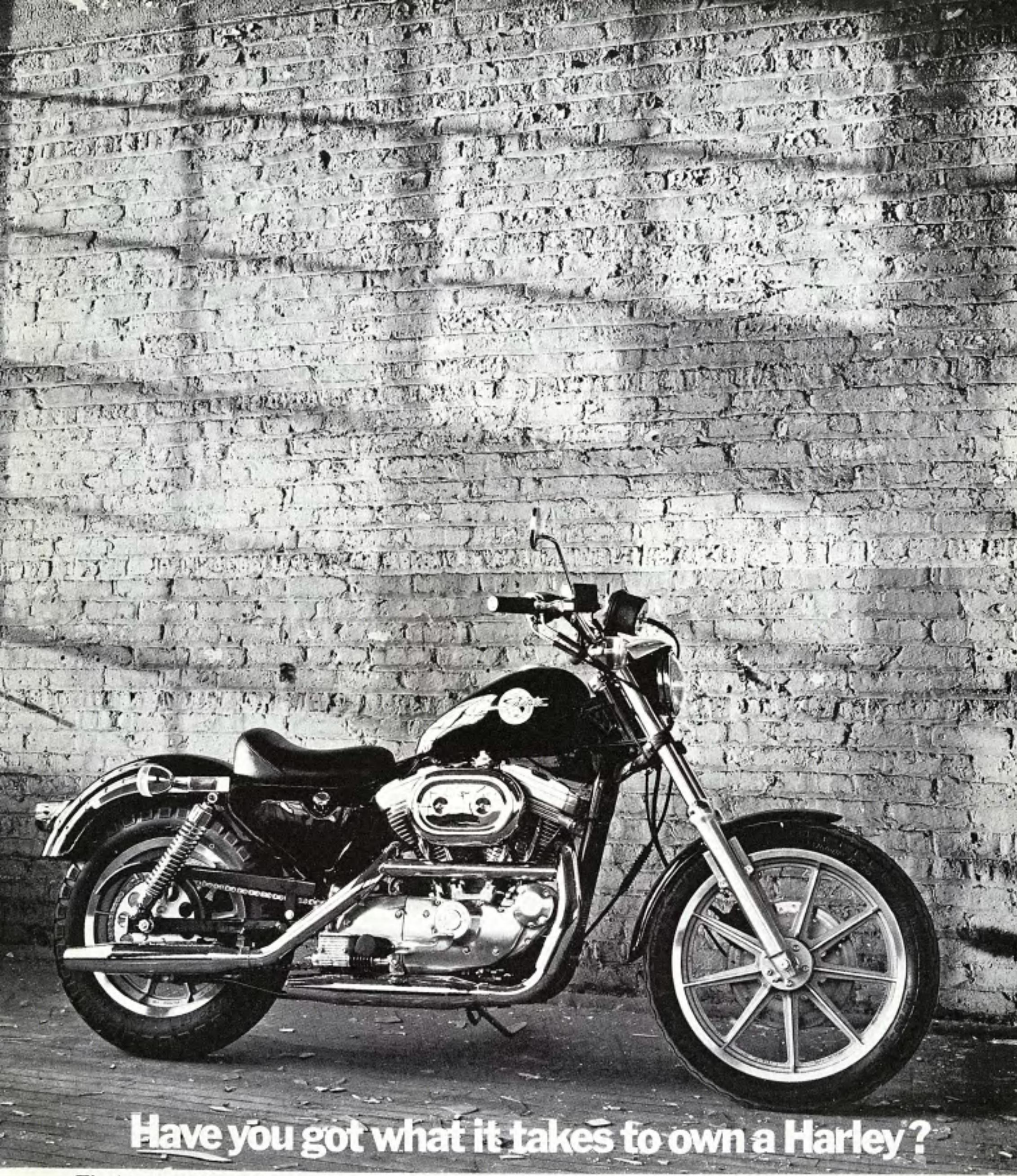
It took almost a year, but Logan got his revenge when he caught the old chief out hunting alone. Logan and several braves tied the chief to the ground, and with a few seconds of bladework, the half-breed cut out his victim's heart and held it up to the chief's eyes. He bit a huge chunk out of it and laughed as the chief's eyes slowly became fixed.

I bought a new dog. I only had to take one look at him before naming him: Logan.

He was part shepherd and part Labrador, a big, charcoal-colored mongrel that carried his big, wide wolf's head low to the ground. Logan had yellow eyes, and when he walked he swung that big head rhythmically from side to side like a Komodo dragon.

Logan and I were in the kitchen of that same rented farmhouse a week after I got out of the hospital, watching an unmarked police car slowly pull up. The cops had found out I was out, and they'd called that morning to say they wanted to talk. I'd agreed only because I wanted to know what they'd found out.

We talked for only a few minutes. At



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one point, the cop casually asked if I knew a guy named Harry Buck. I thought for a second or two and just as casually said I'd never heard of him.

But I sure knew Harry. He'd been my first choice. I didn't know how he had come to the attention of the Vermont cops, and I didn't care. Within an hour after the cops split, Logan and I were packed and on the road to California.

I drove directly to the outskirts of Big Pine on the western edge of the Inyo Forest and pitched a tent for the night. I needed to lay low. I didn't want anyone to know I was back until I got my answers.

I reached into the cooler and snagged a beer. I let Logan out of the van, and the big dog slipped under a fence and silently chased two horses, wild-eyed, across the pasture. "Good dog," I told him when he came back. I admired his savage spirit. He was an animal with a killer instinct, and he didn't try to hide it behind a wagging tail or a sloppy tongue.

Logan was a true cur. When I let him run the woods back home, he'd be gone for days, usually returning with a bloody bone to bury from something he'd killed. He wasn't at all like a yapping, cowering village dog. Logan stood alone and obeyed only me—and strangely, I never heard him bark or howl or make any kind of a sound. Never once.

In the morning, I watched the sun peak over Mount Whitney and thought about Harry. The more I thought, the more I was sure he was the one. The one I would have to kill. I knew the best connection to him probably was right here in Big Pine. In fact, it'd have to be someone we both knew.

Carla. She was an old, old friend who owned a bar in a beat-up hotel a few miles out into the desert. It had been Carla that stood between me and Harry in the first place. She was the something I had taken from him, and you just didn't do that to a dude like Harry. Not for any reason. Not even to save someone's life. He wouldn't have forgotten.

When I got to the hotel, it looked so run-down I thought it had closed. Maybe Carla had hit on some hard times, but a Coors light blinked in a corner of the darkened front window, so I pushed my way in.

When I walked up to the bar, Carla looked up but had no idea who I was. There wasn't a trace of recognition in her eyes, not a flicker. There must've been a look of disbelief on my face, because she looked at me quizzically and asked, "What's wrong, mister? You seen a ghost?" There was still that Oklahoma drawl in her voice, and she was as cool and beautiful as ever.

But I wasn't looking at her—I was staring past her, transfixed by a spot on the back of the bar where a small color snapshot was pasted. It was a picture of my scoot, my '47 knuck when it was painted a frosty pearl-white. Carla was sitting on it—and so was Harry Buck. I froze and tried not to move.

When I kicked the motor to life, the dog circled nervously, head low and yellow eyes blazing.

Harry's time was coming. I knew for sure now he had tried to kill me. The only thing I didn't know was whether Carla was in on it. And I'd know that soon. If she was, she'd die right here in the empty bar.

She picked up a beer glass and I nodded to the tap. "Hello, Carla. How's my Oklahoma girl?" I said evenly, and a look of total shock crossed her face. She stepped backward and stared in disbelief.

"Jake? Is it . . . omigod!" She ran from around the bar and wrapped her arms around my neck so tight I couldn't breathe. There'd been no hesitation; she never turned toward the snapshot of my knuck, to the picture of her and Harry. My old buddy.

Hippie Harry he used to be called when he ran around with blond hair down to his ass and bare feet. He even tromped the kickstart on his panhead with a bare foot.

But Hippie Harry had changed when he got into selling cocaine big time. He cut his hair, sold his scoot, drove a $75,000 Porsche, and finally wore something on his feet. Gucci boots.

Pretty soon we didn't talk at all because he spent his time in L.A. It was

none of my business how he made his bread—none, that is, until he started involving Carla.

Harry could be ruthless, which must be handy in the cocaine business. He started using Carla as a mule. It wasn't much at first, and he always paid her. First in cash, then only in coke. It wasn't long before she was ready and willing for anything.

I could see what Carla was heading for—a one-way ticket to a Mexican prison or a long stay in a federal joint Stateside. I worried about her because Carla and I went way back. We'd been farm kids together and had even gone to high school together. There was no way in hell that I was going to let Harry use her up and throw her away.

She had come to me for help when two mules on her same flight were busted at the L.A. airport. Carla hadn't even known that the other girls had been sent by Harry, and learning that had made her realize just how expendable he considered her.

She ran from Harry and when he came after her, I hid her out. Then I took her on a summer-long run up through Canada, where Carla finally got Harry and the cocaine business out of her blood.

Or so she thought. Harry got busted but put together enough bread from selling his Porsche and some land to buy a lawyer and eventually a judge. He pulled only a few years, then he showed up in Big Pine, where Carla was then working as a barmaid. Harry was all apologies. He was different, he told Carla; she should let the past be buried. She'd believed him.

He'd even asked how his old buddy Jake was making out, and Carla told him I was somewhere in New England.

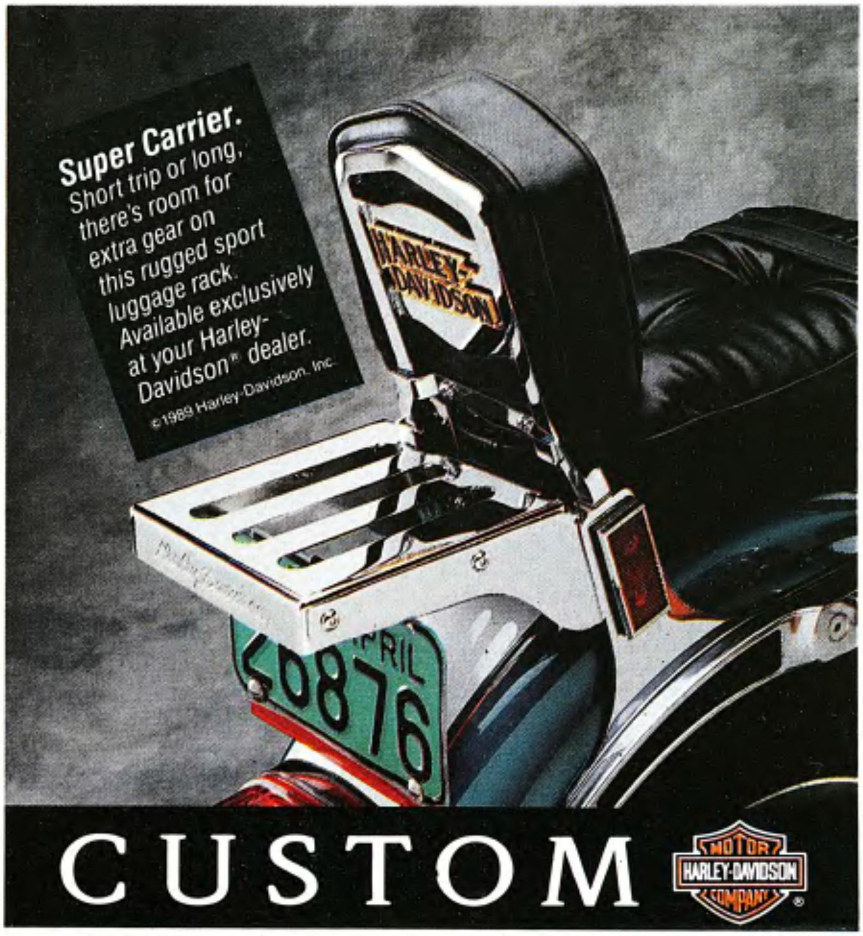
It must have taken some hard looking to find me, because I'd always suspected he'd come for me. You see, I knew Harry. When Carla had left him, he'd sworn he'd kill me—I'd taken something that might as well have been his Porsche or his fancy boots.

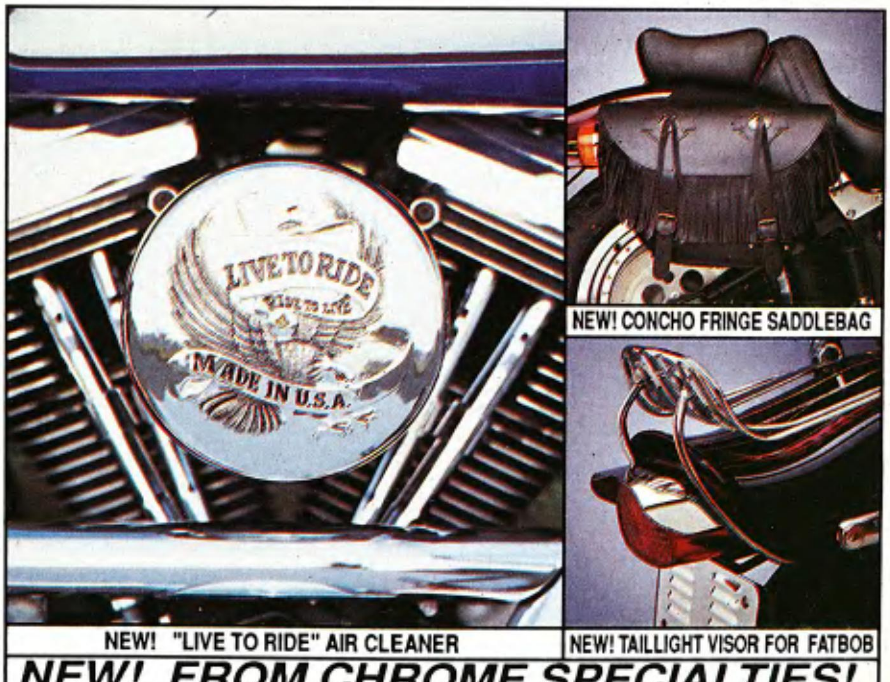
Now, Carla said the last time she'd seen him was six months ago, when he'd taken her for a ride across the Mojave on a beautiful pearl knuck. *My* pearl knuck. He'd asked her, in fact, to store the scoot for him. It was still there.

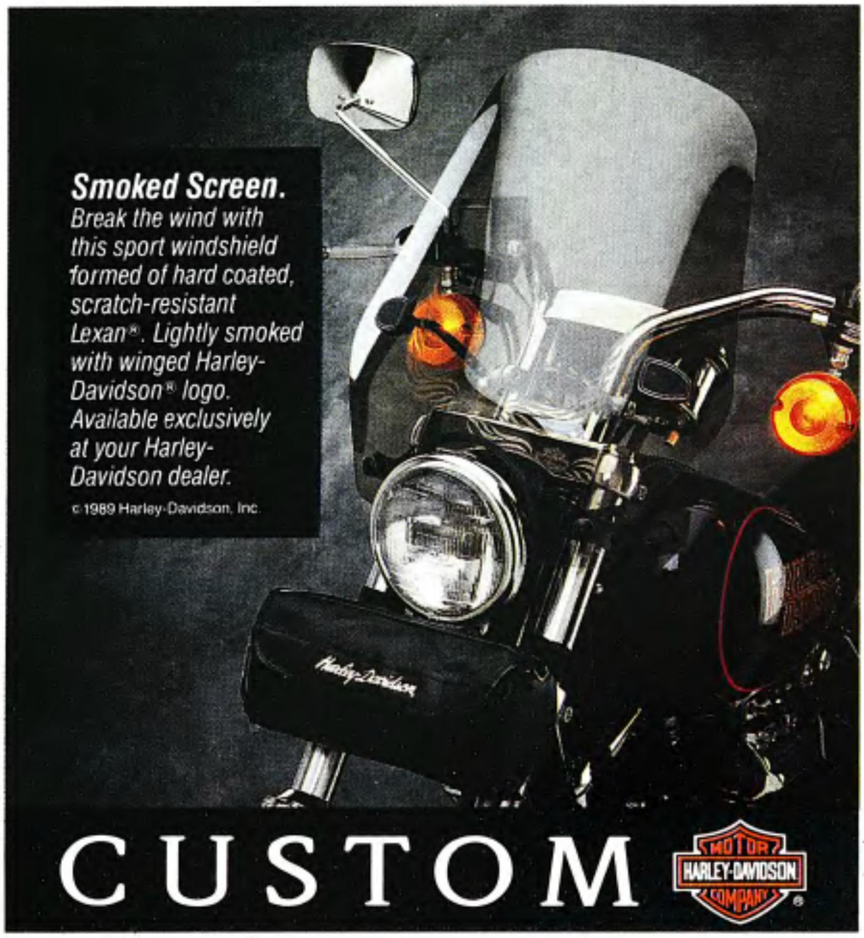
He'd recently sent Carl a letter saying he was working at a big phosphate mine in Death Valley, and he promised to come back to get the knuck and take her for the ride of her life. Carla had shown me the return address.

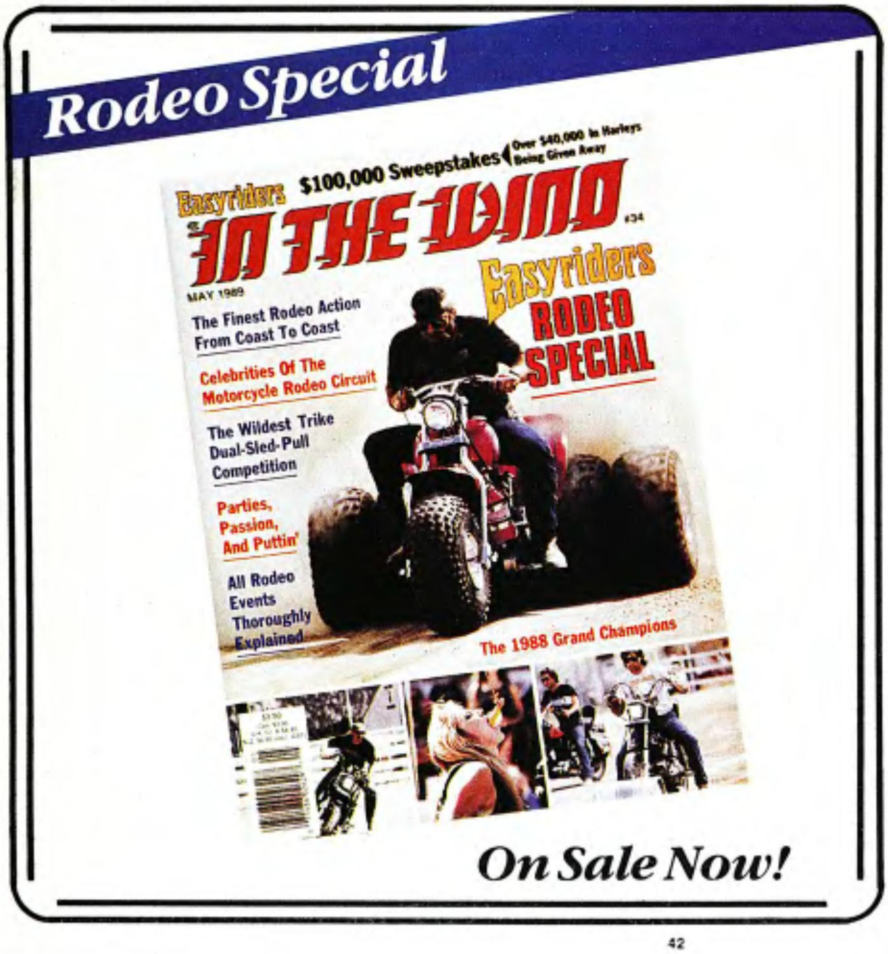
When I left the hotel, Logan peered from the van, and his yellow eyes locked with mine.

We drove across Death Valley to Beatty, Nevada, where the phosphate miners were home-based. Sure









enough, Harry eventually showed up at one of the bars. I got a good look at his pickup and followed him as he drove to the mine the next morning.

He pulled off onto a desert trace, and through binoculars I watched him, clipboard in hand, apparently taking readings from gauges on a gas or water line. He was about a half-mile away.

I parked the van where it couldn't be seen from the road. Logan followed as I opened the rear doors and carefully placed a plywood ramp into position.

I pushed my knuck into the early morning light. It shined like a jewel. It sparkled like ice. Logan looked at it as if it were an enemy that must be torn apart and eaten.

When I kicked the motor to life, the dog circled nervously, head low and yellow eyes blazing. I shifted into gear and fed her gas. Logan followed at an easy lope.

At the sound of the engine, Harry looked up. It must've seemed like an apparition to him: a glowing, pearl-white knuck rolling along in the slanting light, a big black wolf keeping pace alongside. When he saw the dark metal shape with a six-inch barrel I was holding tightly in my left hand, Harry ran to the pickup. I jumped off the bike and assumed a shooter's stance.

Harry came out firing, rapidly pegging six rounds that kicked up the alkali all around me. I squeezed off three and connected—Harry went down, wide-eyed, falling against some upturned alkali crusts, both hands cupping his gut.

I leveled the barrel at him, but he made no move for the pistol that lay at his feet. His eyes were big and disbelieving. He knew it was me—only I would be riding that knuck.

"Don't kill me, Jake. God, don't shoot me again! It's you, ain't it, Jake? Ain't it? Please! I got money. In the bank! You get it all, but get me to a hospital!"

I picked up his revolver and lowered my own. Logan was a few feet away.

"I'm bleedin'. Look! Ya gotta help me!," he whined.

From between Harry's fingers a loop of gray intestine pouched out. Then two great segmented gray coils popped out in a glistening mess.

Still, it wasn't as bad as it looked. A single bullet had creased his belly—he wasn't shot through, and lots of GIs are around today who have survived similar wounds.

If I could get him to a hospital, he'd probably live.

"Listen, you piece of crud," I said. "You ain't gonna die. Not if you keep

yer head."

His eyes rolled back, and his face was deathly pale, but if I left now and called for help, I figured he'd have a chance. I yanked his hair back, bending his neck, and looked into his terrified eyes, just like I'd dreamed I would.

"You got one chance, ya turd, or I'll yank yer guts out and wrap 'em around yer filthy neck!"

The one thing that still puzzled me after all this time was what I'd seen at the farmhouse—the two identical Sams with Texas on their flanks. I had to know.

At first Harry could only croak when he tried to speak, then I couldn't shut him up. He was close to blubbering, begging for his life.

"It was just somethin' I was gonna scare ya with, man," he said. "To get you off guard. You was always holed up with them dogs and I just got a crazy idea to make a ringer of that Texas dog I heard you had. Jake, please, you gotta get me to a hospital."

I yanked harder. "Ya gotta believe me," he blubbered. "It was just hair dye on the stupid dog. He wouldn't stop running off so I shot him and threw him by the barn where I knew you'd look . . . please, Jake! I hurt like hell."

Maybe it was enough to see this slob totally groveling, I thought. Maybe I didn't need to watch him die.

I started walking to Harry's truck to bring it around—and that's when I heard it. It was a wolf howl, a high-pitched, wild, prehistoric sound that belonged to the Ice Age. I spun around and faced a scene from the remotest region of Hell.

Logan's huge head was completely buried in Harry's abdomen. Guts overflowed in red-stained carnage. Harry had an almost peaceful look, as if some part of his psyche was so horrified that it had mercifully overloaded and cut the circuitry to his brain. His face looked almost serene as the beast's head twisted deep in him.

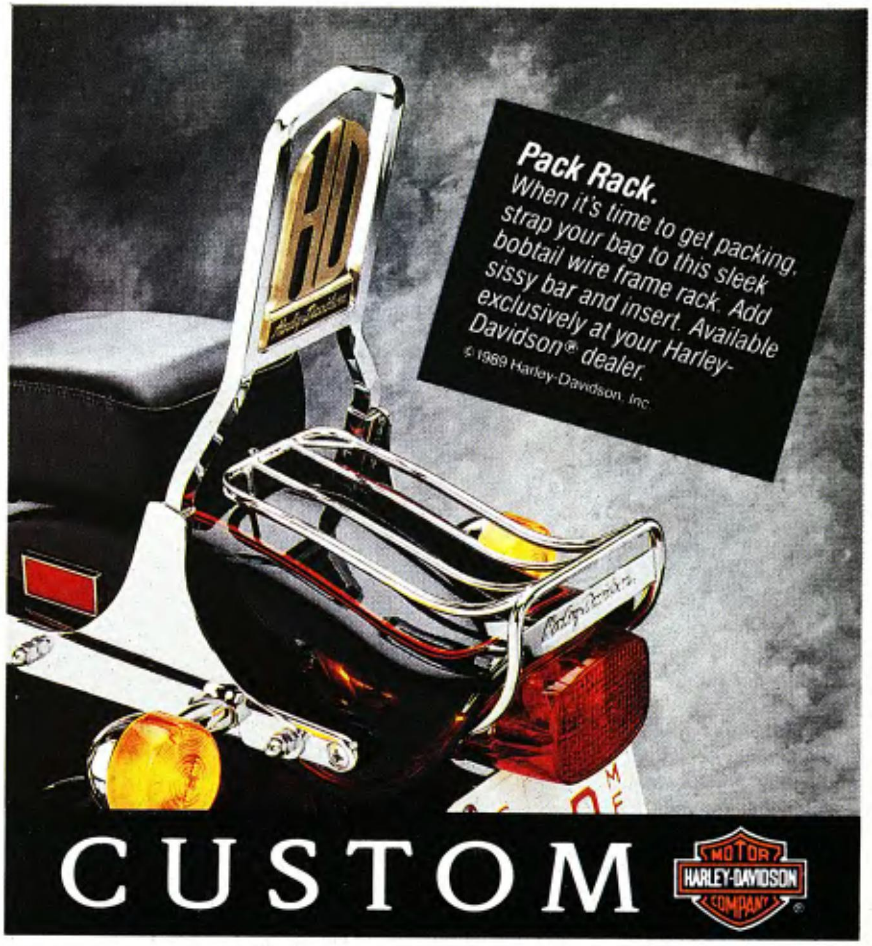
But not his arms. Harry was very much alive, if not for long. His arms beat insanely against the shoulders of the dog, as if his limbs had a life source of their own, one that burned brighter than the surrender shown on Harry's face.

I picked up the knucklehead and rode it back to the van.

At the top of a small hill, I braked the van and looked back. It was too far to see, but I could feel the yellow eyes boring into mine. I imagined the blood-soaked muzzle.

Logan had made his decision. He'd be at home in the desert. He might even survive if he didn't stay too long on his latest kill—men would be coming soon.

I wished him luck. ■



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BAD TO THE

CUT~UPS

A how-to and a contest that'll have all yer *Easyriders* T-shirts in shreds

Here's an after-the-bomb style ploy that'll have ya rippin' the threads off each other in no time. After-the-bomb styles are designed to look hip and as if ya just stepped out of a knife fight with 5,000 atomic Communists. Nothin' to it.

Well, in case the written explanation leaves your visual imagery out in the cold war, we recruited a couple of our sweeties to demonstrate the fine art of T-shirt modification to accompany the after-the-barrage chicness.

Elizabeth (the sleek thing in color) and Terry have been tearing each other's Ts for three years now: cuttin' around the collars to make 'em low-cut and slinky, makin' the collars into bows, croppin' the bottoms, slicin' the sleeves, and slittin' the backs. No sweat, right? That is, if ya got a sharp pair of scissors and a steady but malicious hand.

Photos by Silvermoon

Now it's your turn. If you try this cotton-and-polyester art and like what you destruct, send us a sharp color print of it on your shapely self, and if we like it, we'll send you a new *Easyriders* T-shirt and print your shot in an upcoming issue. If the *Easyriders* T that you destroy is the best of the bunch for that issue, we'll send you a crisp $100-dollar gift certificate for *Easyriders* products. Only one rule: the T-shirt ya cut up must be an *Easyriders* T.

Just send us yer best couple of shots and fill out the coupon below.

—Renegade

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I hereby give *Easyriders* Magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph and/or use any taped interview of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, or interviews in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

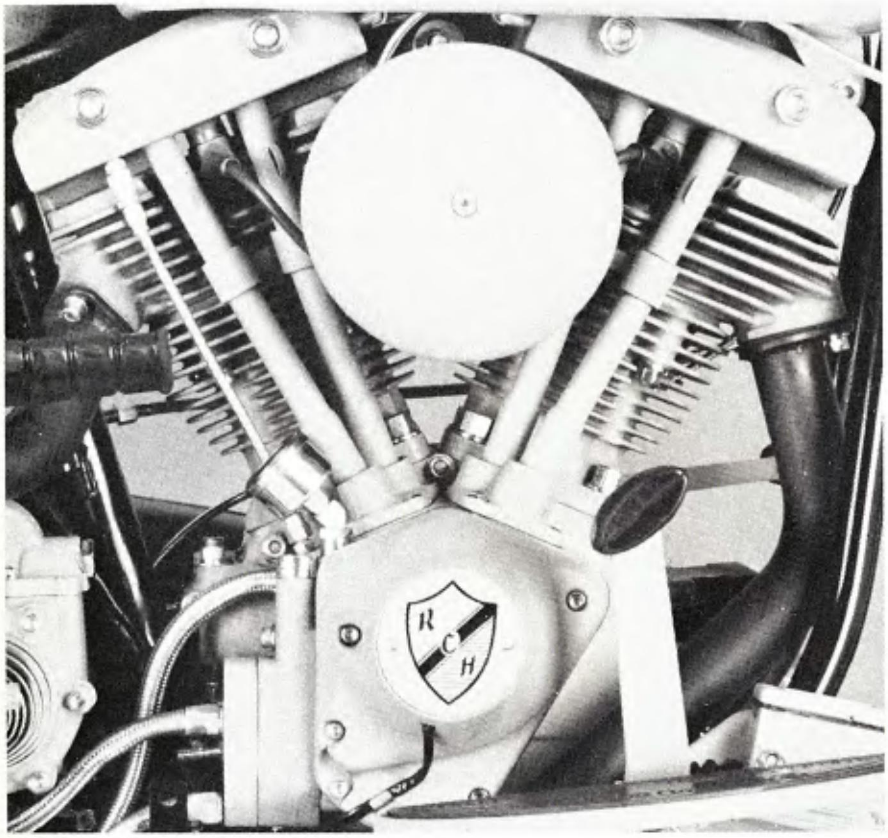
Model's Name ____________________ **Notary Seal**
Address ____________________
City __________ State __________ Zip ______
I am __________ years of age, born __________
Model's Signature ____________________
Notary ____________________

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

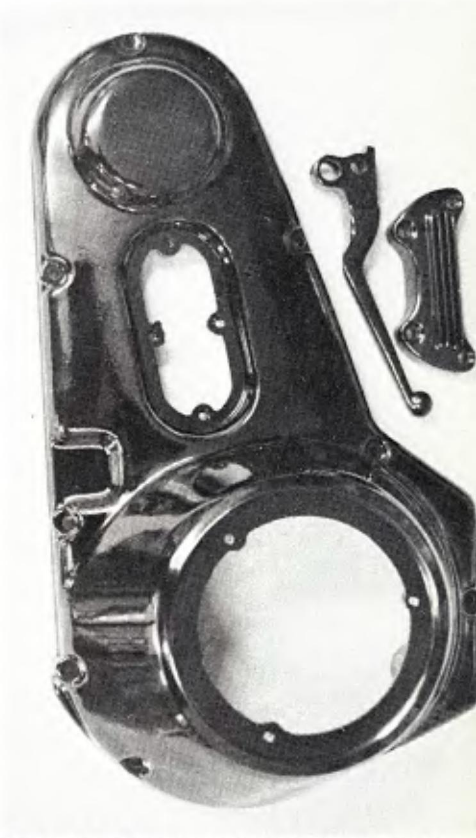
Powder-Coating

Somewhere between porcelain and glass

by Jim Shaffer



Wrinkle powder-coating from Quality



Examples of gloss powder-coating from Sumax

Developed approximately 30 years ago in Germany as a process to resist scratching, harsh chemicals, and to retain color purity under extreme conditions, powder-coating has emerged as a very useful process for laminating various metal surfaces.

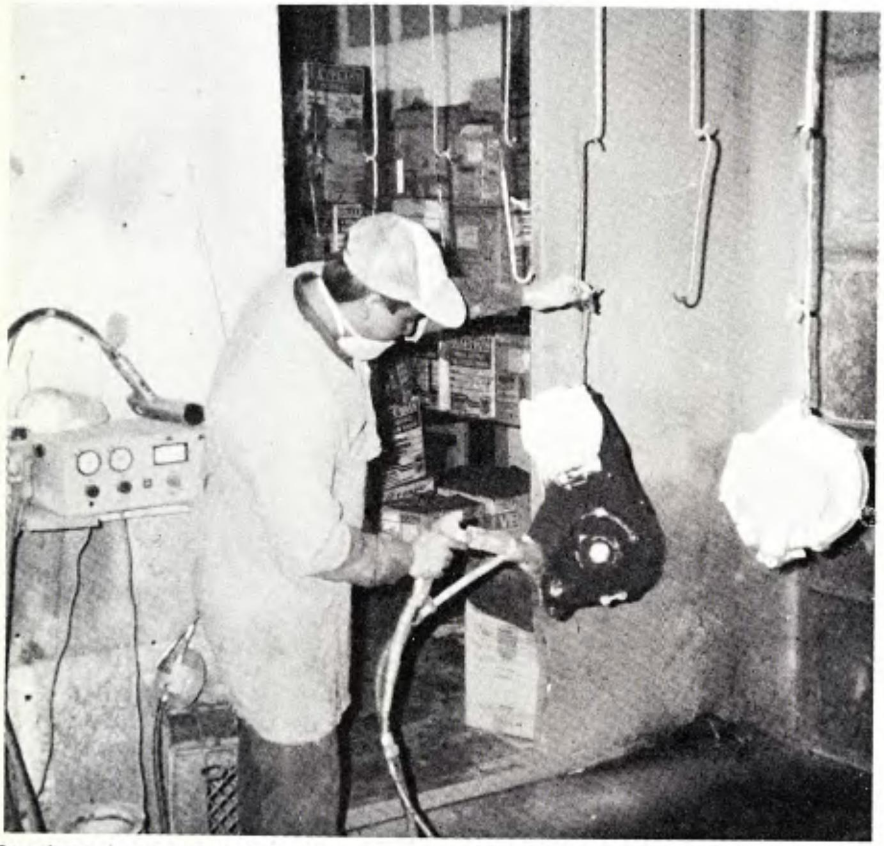
A coating or finish with all those characteristics has been long sought-after by the biking community, especially for parts needing a durable finish that will weather time, the elements, vibration, and heat. Not long ago, electrostatic painting (powder-coating) was refined for successful application to motorcycle parts—even engine parts that reach temperatures of up to 400 degrees (which excludes exhaust pipes). It's basically a process using an electrical charge to adhere the coating to the part before baking.

The material, basically freeze-dried paint, is a powder when applied. The paint is positively charged while it's sprayed on, while the item being painted is grounded (negative polarity). Since opposite electrical poles attract, the charge pulls the powder like a magnet, creating a substantial bond. The powdered object is then baked at a temperature of 350-425 degrees, which is high enough to turn the dried paint into a liquid that flows momentarily and then sets or cures into an almost nonporous, slick surface.

Coverage is virtually complete, and as with any baked type paint, the finish is much harder. Powder-coating is much more durable and versatile than anodizing, and because of its resistance to chipping, cracking, or peeling, it can be engraved easily.

There are two basic types of powder used: polyester and epoxy. Polyester is used for outside applications because of its resistance to fading by ultraviolet rays. Epoxy is harder (more scratch-resistant) than polyester but has no real resistance to ultraviolet damage. Recently, out-gassing powders and techniques have been developed for coating cast parts such as cases, rocker boxes, and primary covers. Since many chrome shops have quit chroming cast parts because of the time and effort needed for preparation, powder-coating is begin-

Tech Tips



Spraying an inner primary at Quality

Photos by Silvermoon

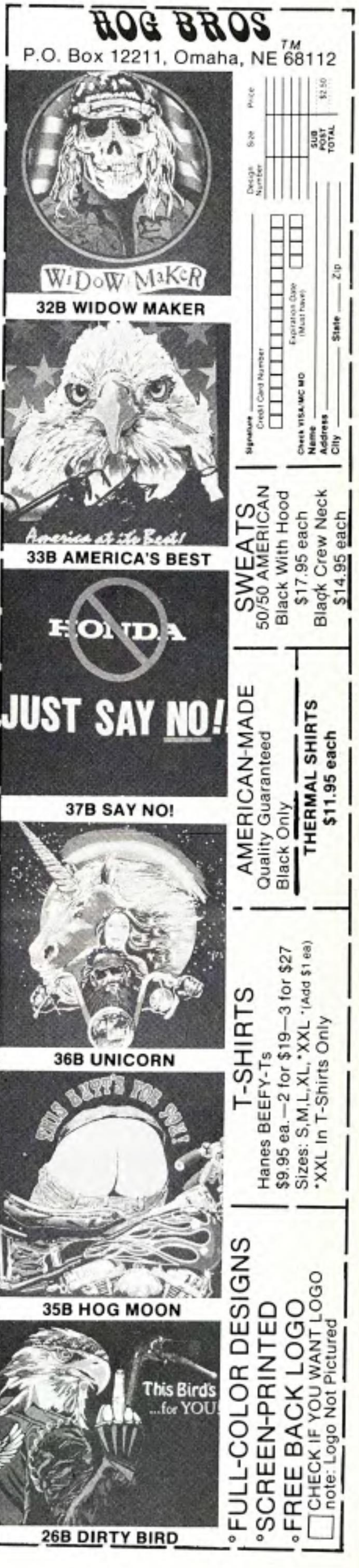
ning to fill that void. The H-D factory has been powder-coating various parts for the last four years, and all the '89 models have powder-coated frames.

Powder-coating will outlast lacquer or enamel by a 9-1 ratio, as far as peeling, fading, and resistance to chemicals or heat are concerned. One problem, though—you can't use Bondo under powder, and the surface you plan to finish must be absolutely clean. Beware of industrial powder-coating; it's usually much thicker, without the gloss and variety of colors available from shops specializing in bikes. Sumax utilizes a thin sheet of powder at 90 percent gloss (the maximum allowed). There currently are two locations which specialize in H-D bike parts.

For more information, call or write:

Jim Shaffer
Quality Powder-Coating
12165 Branford
Sun Valley, California 91352
(818) 890-1753

Kirk Van Scoten
Sumax
Clinton St.
Clark Mills, New York 13321
(315) 853-3654



READER'S RIDE

Wymond Walkem, Georgetown, Ontario
1983 Harley-Davidson FXBS

As far as Wymond is concerned (and we're quoting), "The only way to do it is to go all the way." That's the simple philosophy of this respected bike builder and owner of Walkem's Cycles, a Canadian shop which accurately boasts of "Precision Harley-Davidson Engines."

His bike was photographed in August of '87 at the halfway point of its maiden voyage. In late July, after a humdinger of a shop party, Wymond had battened down the hatches and hit the great highway headin' south-by-southwest, to Sturgis and all points west.

But right after passin' the syrupy "Have A Good Trip" sign on the Canadian side of the Ambassador Bridge to Detroit, Michigan, he caught a whiff of the undeniable scent of a melted belt—Fried City, and not more than a coupla hours from home.

It was tough findin' someone to help (they don't call Detroit the Murder Capital for nothin'), but some true bros from Motor City Harley-Davidson appeared and got him fixed up with a new front belt that evening.

It was a lollipop putt the rest of the way (no walkin' for Walkem). Sturgis was puss, and so was the ride through Montana, Washington, Oregon, the Nevada desert, and the West Coast. He shut 'er down in Morgan Hill, California, to say "hi" to John Reed and Len Cruze at CCI and tighten up his road warrior. Next thing he knew, he was strollin' through the halls of Paisano in good ol' A-gory, Californy, home of **Easyriders**, **V-Twin**, et al.

His state-of-the-art 1980s custom blockhead, double-belted and double-disc-braked, made it home in a breeze. Two years later, he reports she's got 18,000 miles on 'er, with plenty to go. Oh yeah—Wymond, always the thinker, ventilated the belt housing, allowin' for airflow and reducin' the chances of another ball-bustin' meltdown.

Wymond wants to take the opportunity to thank Ron at Axtell, Elaine and Woody for his leather cable covers, Klaasje for makin' his seat, and the Motor City H-D men for bein' there when he needed a brother.

—Buster

Year: 1983

Model: FXBS

Engine: 108-inch Evo/shovel, rebuilt by Walkem's Cycles; S&S flywheels; Carrillo rods; Ross pistons; hydraulic lifters; Evo heads; shovel cases; Leineweber cam; 2-inch SU/Rivera carb and air cleaner

Forks: 1958 wide glide with 6-inch extension, reworked by Walkem's

Wheels: Dunlop tires; front: 21-inch, 3-inch rim, H-D hub, dual-disc brake; rear: 16-inch, 6-inch rim, H-D hub, dual-disc brake

Transmission: rebuilt with Andrews gears; CCI hydraulic clutch; lightened trans sprocket stretched 2 inches, with lots of alterations

Finish: black urethane, a little molding, painted by Wymond

Chassis: '83 H-D, stretched 2 inches, with lots of alterations

Credits: thanks to Ron at Axtell, Rick at the Chrome Pit in Manitoba; Elaine, Woody, and Klaasje

Special features: everything that makes it look old, yet run like new

Photos by Kim Peterse

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Wide World photo

Remembering Saigon '65

by Fat Floyd

Sure, you can find a lot of guys who will tell you that 'Nam was a stone mutha, but not everybody was lucky enough to be in Saigon in July '65—I thought I'd died and gone to heaven.

My unit arrived at Tan Son Nhut, and after the usual Army bull of in-processing and indoctrination, we were turned loose to pretty much do as we pleased after our workday. On my first night downtown, when I discovered that the hookers could be had for less than a dollar and that "33" beer was no more expensive than a Stateside beer, I knew I'd come to the right place. Food was cheap (I still love Oriental cooking, although I've never been able to find it as good as it was in Asia).

But what I remember most vividly was the enormous number of motorcycles in Saigon. The Japs had not yet dominated the motorcycle world, and any number of exotic bikes from the '50s and earlier were to be seen. There were mopeds by the thousands, Lambretta motorscooters, and the infamous "ciclo-mai," a smoky, French-made two-stroke with a tank-mounted shifter that the drivers worked with their feet, toes curled around the knob.

There were Gileras, Zundapps, Ducatis, and the lumbering Hoffman, an East German copy of the BMW R-60. There were BSAs and Triumph Speedtwins

Wide World photo

Remembering Saigon '65

and Nortons and Jawas and BMWs and yes—even then—swarms of little Honda 50s.

Best of all, though, were the immaculately maintained Harley-Davidsons that mingled with the lower classes now and then. You might see a cherry hardtail 74 dresser or a flathead 45 with leather saddlebags, and on a real lucky day, you could catch a gray '54 K-model parked at the curb in Cho Lon and spend a leisurely half-hour admiring one of Harley-Davidson's finest pieces of artwork.

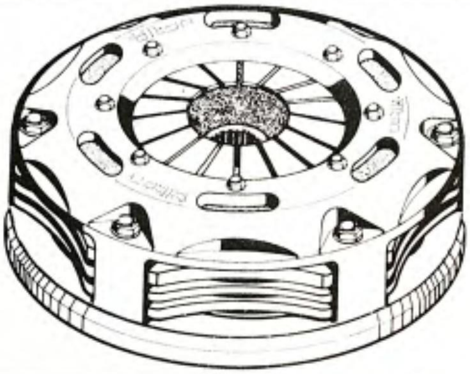
In late '65 I heard the unmistakable sound of a large group of Harleys approaching the Rice Mill and ran out in the street just in time to see the first of 50 brand-new Sportster XLH's pass by on the way to the Cho Lon police station. They looked larger than they were, with their small Vietnamese pilots and the green-and-white paint jobs and police-model windshields.

Those Sporty's soon became familiar sights in Saigon, and whenever one went thundering by, I'm sure many other GIs felt, as I did, a renewed determination to get home in one piece—to get in the wind and ride free. ■

Wide World photo

'LINER UPDATE

Kawasaki®-Huntin'!



The date is February 8, 1989. Keith Ruxton and I have spent the last month doing reasearch on the drive line. We went to see Bob Summers (Summers Bros. Racing Axels, and holder of the four-wheel land speed record at 409 mph). We picked up some good information on shaft design and materials.

With that in hand, we called on Perry at Performance Machine (we use Performance Machine disc brakes on the 'liner and they work perfectly). We told Perry what we have in mind for drive line changes and asked if he would help with design and machining on his CAD/CAM system. We got a "You bet, sounds like fun" response.

The next step was to choose the clutch pack we are going to use. We decided not to use the existing "slipper" type clutch for a couple of reasons: 1. They tend to run out of balance when they're cold, and 2. They won't release for quick shifting under power — at 280 mph (when Dave Campos is shifting into high gear) the 'liner is eating up a mile of course in less than 15 seconds — no time to be searching around for a gear!

The clutch pack shown above is a Tilton multi-disc and is used for, among other things, formula car racing. We think this is the best bet and plan on seeing the Tilton people next week to determine the best pack for our use.

The 'liner is fitted with two Deist chutes — the one shown above is the smaller high-speed chute (above 150 mph). It is used on every run to bring the 'liner down to a speed the brakes can live with and in case of an emergency to keep the 'liner from doing "endos". The other photo of Dave in the cockpit was taken in '76 and shows the two chute pull rings, one over each shoulder. We later moved the high speed release to where the front brake lever normally is on the throttle side of the handlebars, making the reaction time quicker in case of an out-of-control situation.

Jim Deist warned us to never use the bigger low-speed chute unless the brakes fail and never, never over 150 mph.

If you study the rather blurry photo above and check out the rear wheel, you'll see why — it's almost off the ground even with the small chute. We never had to use the big chute, but one time it deployed itself for some reason (never figured out why) in the middle of the flying mile. Luckily it was a slower work-up run (about 230 mph). It lifted the 'liner completely off the ground with such a loud "boom" that it damn near knocked the timer (the late Earl Flanders) out of his lawn chair a quarter of a mile away.

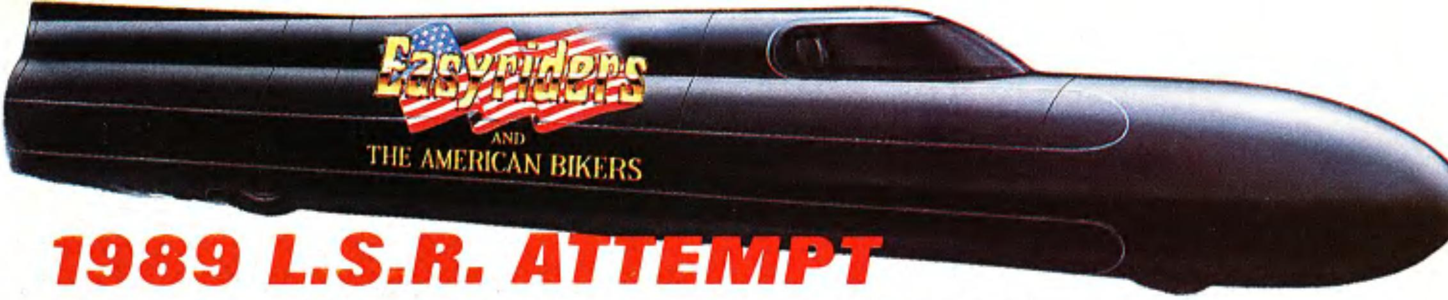
We're seeing Jim Deist in two weeks to order a couple of chutes (same kind and size but "new" since some moths flew out when we unpacked the "old" ones). Also, we want to design a new tow release system and get the latest in fire suits for Dave.

I should have exact running dates and a list of motels and campgrounds in Wendover (Bonneville) by next month. So all sponsors planning on comin' out to join in the fun can make their reservations early.

If you haven't seen the last few issues of* Easyriders*, the bike shown on these two pages is the world's fastest Harley at 276.376 mph, but there's a 318.598 mph record on the books, set with a pair of Kawasaki engines, and we're gettin' ready to kick some ass and try to take it away from them.

It's all gonna happen at the Bonneville Salt Flats in September of '89. Everyone should go to Bonneville at least once in his lifetime -- it's part of our heritage as bikers.

From the nearby motel/casino town of Wendover on the Utah/Nevada border to the winding mountain road leading to the party town of Wells, Nevada — and of course the expansive beauty of the Salt Flats — it's a scene waiting for American history to be made.



1989 L.S.R. ATTEMPT

Here's what your sponsorship entitles you to:

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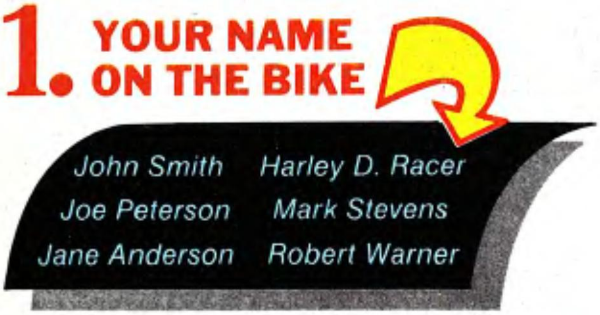
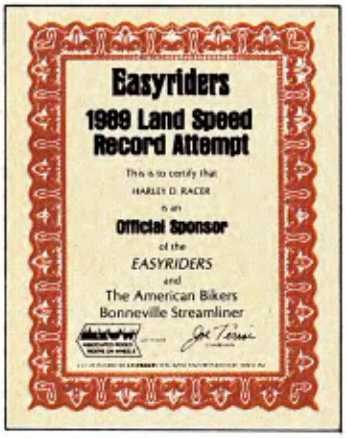


The 'Liner is 24 feet long, with about 120 square feet of surface area. That's a lot of names—but act NOW! Nothing's forever!

2. FREE ADMISSION

Only sponsors and one guest apiece will be allowed on the salt in September 1989 to watch the 'Liner run—also good for the victory celebration! (Exact dates to come.) If you can't make it out, there will be a video available to all sponsors.

3. OFFICIAL SPONSOR'S CERTIFICATE (8½" x 11")



This official sponsor's certificate, with your name imprinted, will be mailed to you. Display it on the wall with pride.

4. OFFICIAL L.S.R. T-SHIRT

Co-sponsored by *Easyriders* magazine and promoted by Teresi, Inc.

SPONSORSHIP FORM

YEAH, I WANNA KICK SOME ASS! SIGN ME ON!

NAME ______________________________

As you want it to appear on bike and certificate. Limit of twenty letters (including spaces).

ADDRESS ______________________________

CITY ______________________ STATE ________ ZIP ____________

PHONE: DAY (______) ______________________ NIGHT (______) ______________________

ENCLOSED: Check ☐ M.O. ☐ VISA ☐ M.C. ☐ AMEX ☐

______________________ Expiration Date ______________

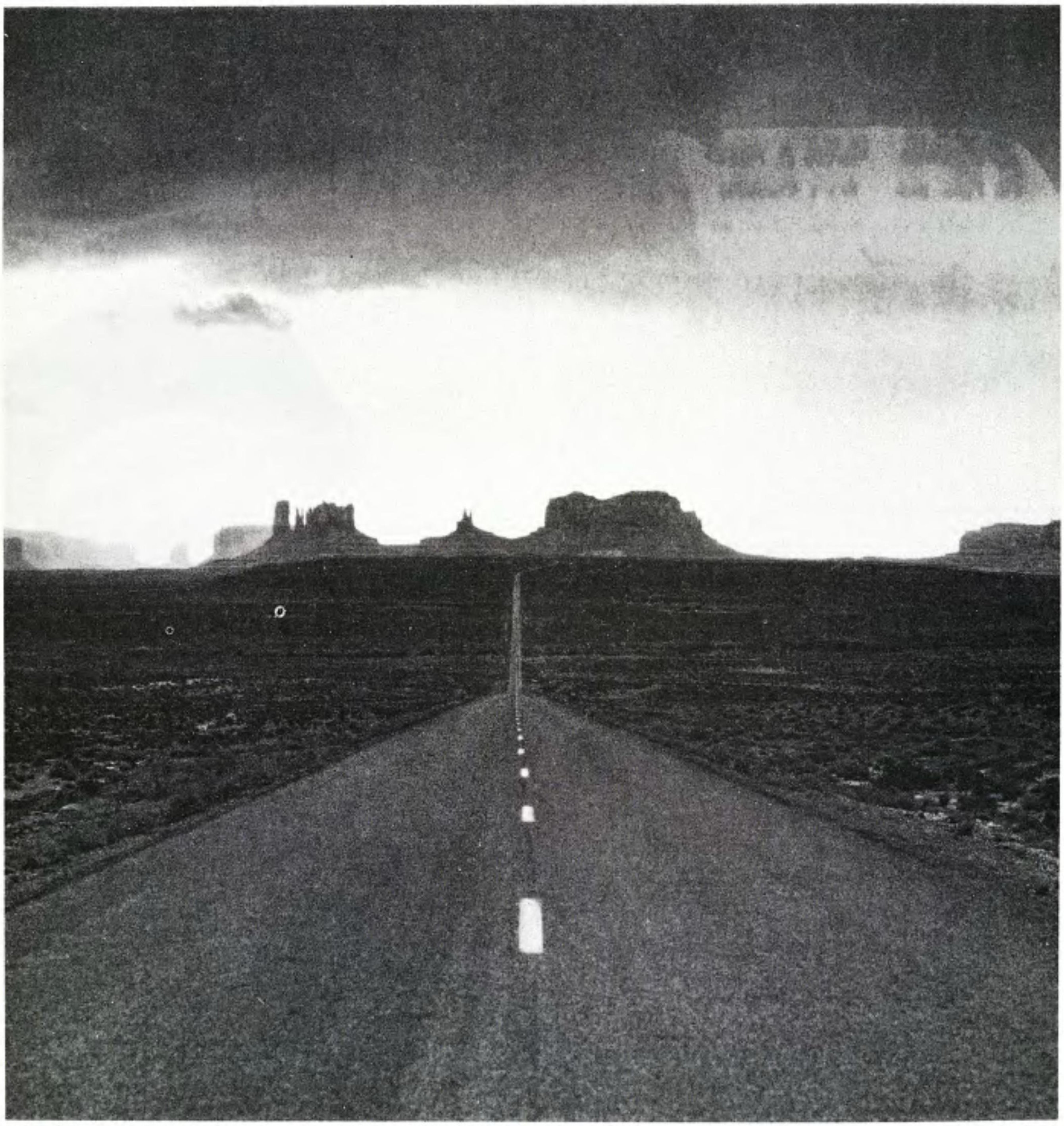
SIGNATURE ______________________________

Qty.		Size	
1	Sponsorship includes name on 'Liner, certificate, admission for two, and T-shirt—specify S-M-L-XL		$25.00
	Add'l T-shirts $15 ea.		
	T-shirt		
	T-shirt		
	T-shirt		
		Total	

Make checks payable to *Easyriders* Streamliner and mail to: ***Easyriders* Streamliner, Box 3000, Agoura Hills, CA 91301**

Coupon may be photocopied, or information may be submitted on a separate sheet of paper if applying for multiple sponsorship.

OUR MEETINGS SEEM TO GO ON FOREVER.



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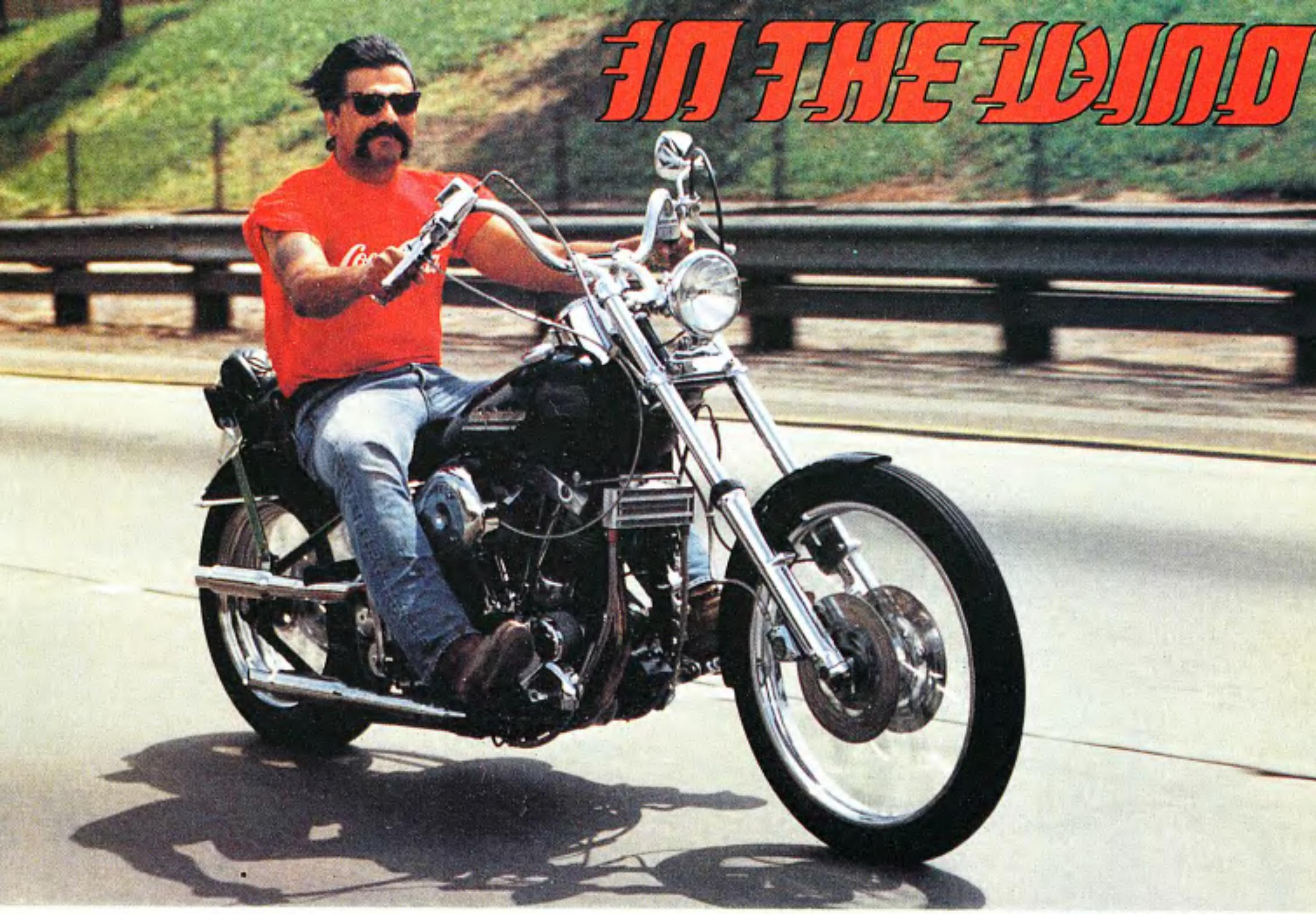
IN THE WIND



—Recon Bert, Palm Springs, Calif.

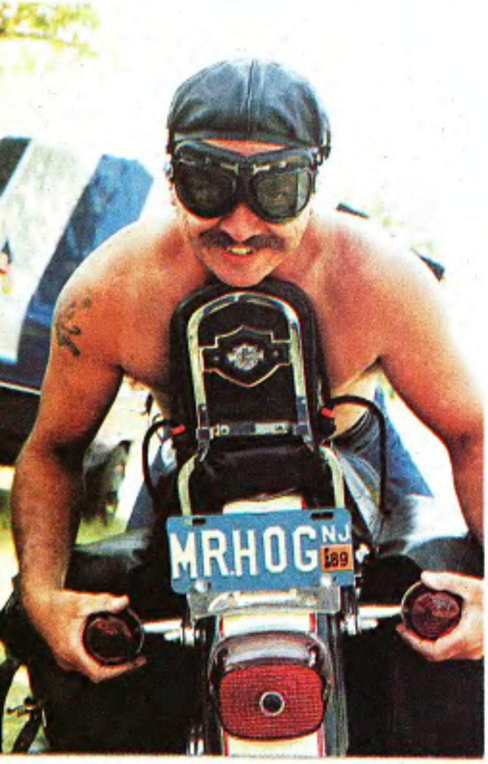
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2¼ x 2¼)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for *every* black-and-white photo we print, $100 for every color photo we print *full-page*, $50 for every color photo we print *half-page*, and $40 for every color photo printed *smaller than half-page.)* Please label all photos with your name and address. Send photos to *In The Wind*, Box 3000, Agoura Hills, CA 91301.

—Maria Garber, Toronto, Ontario

—Ed Fink, Slatington, Pa.

—Eric The Red, Salina, Kan.

—Brian McGovern, Flint, Mich.



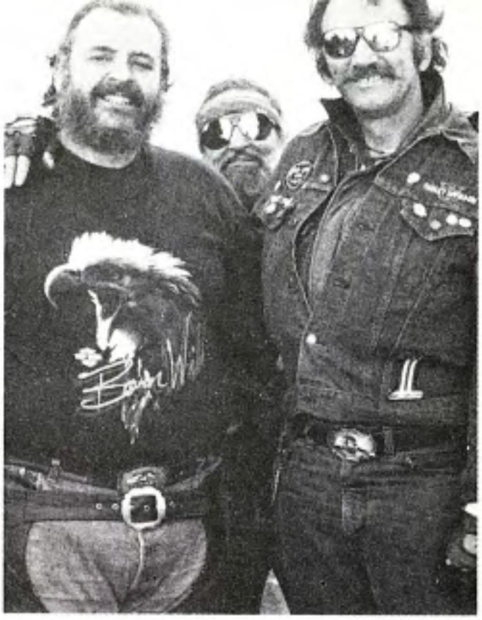
—Buddy Conley, Worchester, Mass.

—Bob Holshue, Sewell, N.J.

—Mick Fish, Wigan, England

—Jon Millsaps, Auburn, N.H.

—Fat Bob, 1957, Bolivar, N.Y.

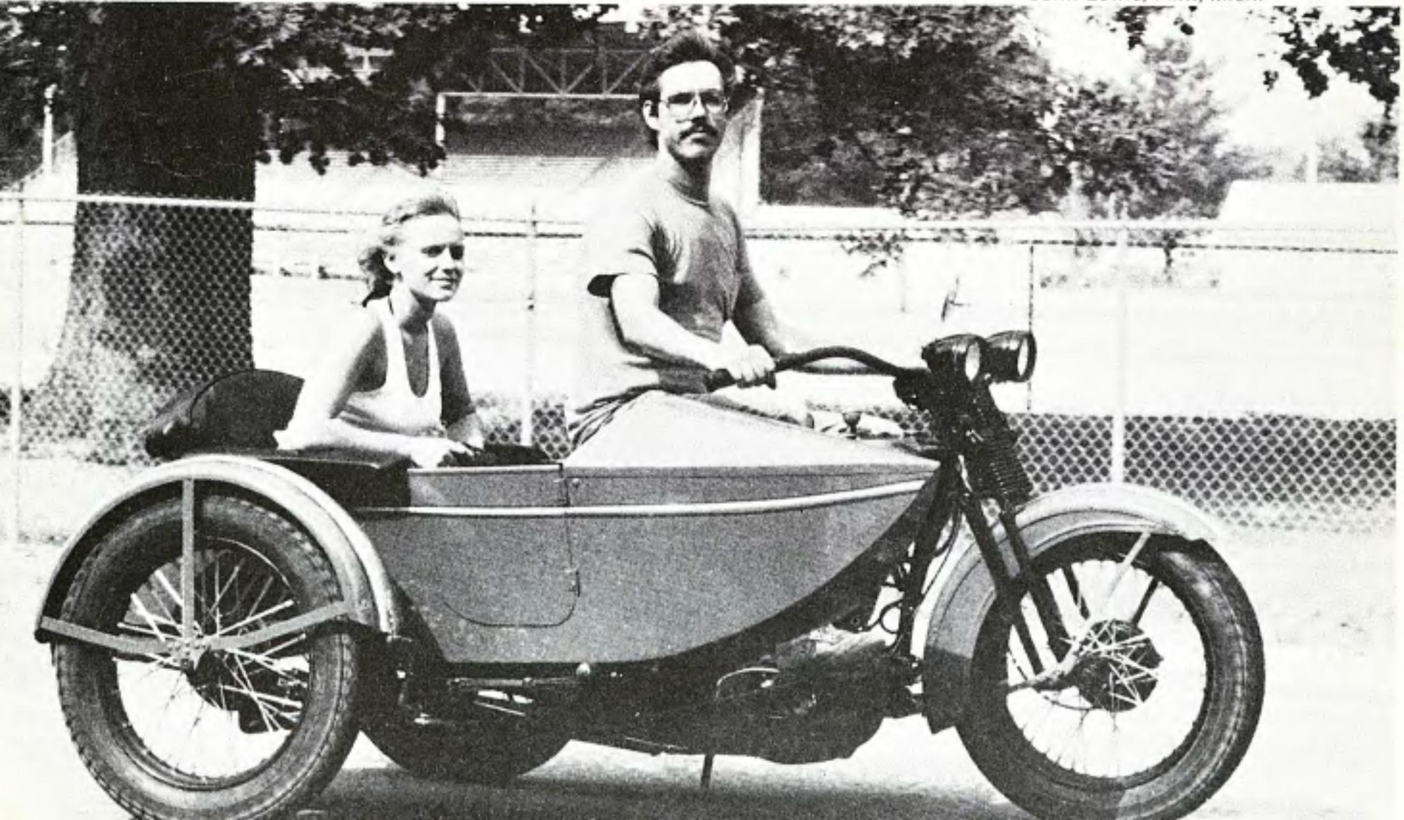


—Bobbi W. Yum, Anaheim, Calif.

—Cheryl D., Albuquerque, N.M.

—Cheryl D., Albuquerque, N.M.

—John Lewis, Flint, Mich.

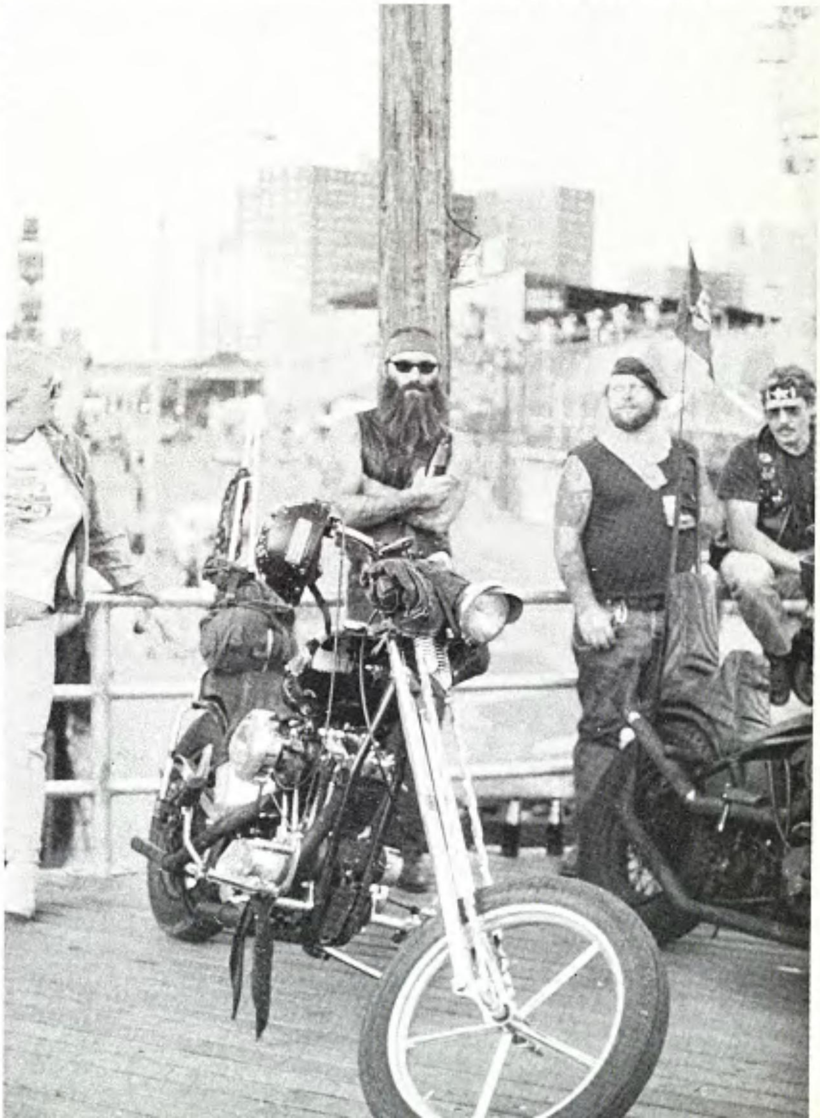


—John Lewis, Flint, Mich.

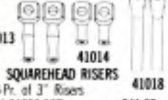
—Clean Dean, Iowa

—Bob Sanders, Jackson, Calif.

—Kristina Iulo, Coney Island, N.Y.



CUSTOM RISERS



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These super-popular goggles feature a two-piece lens made of non-scratch, smoke-tinted acrylic, air vents, a fully adjustable headband, and six position lens adjuster.
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0203 Leather $18.95

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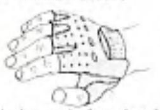
45" 2 WHEELER	35/2/100	76002 - $29.95	76009 - $29.95
Sportster	35/3/94	76003 - $29.95	76010 - $49.95
74" W/Sidecar	428/2/80	76004 - $42.95	
74" & 60" Standard	428/2/82	76005 - $42.95	76011
74" & 80" 25 Tooth	428/2/84	76008 - $44.95	
FLT	428/2/76	76007 - $29.95	

LATE CAT EYE MOUNTING PLATES

Includes wiring and sockets. Fits dash 48112 located on this page when mounting on MID-USA tanks or Harley Davidson tanks 1947 and later.
48107 - $32.95 - Mounting Plate

SHORTY LEATHER GLOVES

Made in U.S.A.



A short fingered glove made from drum-dyed leather. Ventilated on back with velcro closure. This is the original "shorty". Black only.

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Stronger than stock, reinforced die cast construction. Starter shaft support bearing is installed and additional thrust washers are provided for both belt and chain drive applications and an additional 9th hole is partially tapped for late models. Fits all 4-speed models 1970/1984 (except diaphram cluth).
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Made of high quality black synthetic leather. Features simple "throw over seat" mounting.
07002 - $54.95 - Standard 11"x10"x 3-1/2"
07004 - $94.95 - Touring 14"x13"x 5-1/2"

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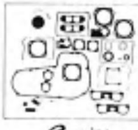
Made of high quality black synthetic leather. Features separating bags with overlapping yokes to fit any size seat.
07003 - $59.95 - Standard 11"x10"x 3-1/2" (pictured)
07005 - $99.95 - Touring 14"x13"x 5-1/2"

FAT BOB DASH & MOUNTING

CAT EYE DASH - CHROME PLATED

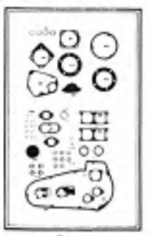
Cateye-Style dash complete with lenses.
48112-$39.95-Dash
48225-$4.59-Red Replacement Lens
48226-$4.95-Green Replacement Lens
48214-$1.95-Replacement Trim Rubber



EARLY CAT EYE DASH MOUNTING PLATE

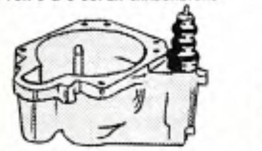
Includes wiring & sockets. Fits dash 48112 located on this page when mounting on 1936/1946 Harley Davidson Fat Bob tanks.
48111 - $29.95 - Mounting Plate

Genuine
EVOLUTION
5 SPEED MODELS
64128 - $44.95 - Complete Set
64019 - $31.95 - Top End Set



Genuine
SHOVELHEAD 1970/1948
64124 - $24.95 Complete Set 1970/1984
64023 - $10.95 Top End Set 1978 & Later

ACCELERATOR PUMP/FLOAT BOWL KIT FOR S & S SUPER CARBURETORS



82134 - $85.95 - Late kit for S.S. carburetors 1982 & Later that have two throttle cable bosses on carburetor body.
82133 - $85.95 - Early kit for S.S. carburetors prior to 1982 that have only one throttle cable boss on carburetor body.

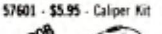
STATORS

MOLDED	OEM #	APPLICATION
17804 -$39.95	(29965-70)	1970/1975 HD 74" (4 wire male)
17805 - $41.95	(29965-75)	1976/1980 HD 74" & 80" (2 wire male)
17806 - $41.95	(29965-81)	1981/1985 HD 80" (2 wire female)

MASTER CYLINDERS
CHROME PLATED

45201 - $34.95 - Imported -1958/1972 (will also fit 1973/1979 disc brake bikes by following instructions furnished.)

REPAIR KIT FOR STRIPPED BRAKE CALIPERS



57601 - $5.95 - Caliper Kit

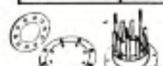
BIG TWIN CLUTCH KIT
1936/ EARLY 1984

Fits all Big Twins 1936/Early 1984 dry or wet clutch applications.
73119 - $48.95 - Clutch Kit

TOMBSTONE TAILLIGHT

11209 - $30.95 - Tombstone Taillight (OEM 68003-47)
11721 - $3.95 Red Replacement Lens (OEM 68090-47)

ADJUSTABLE CLUTCH HUB ASSEMBLIES



Includes clutch hub, friction disc with rivets, bearing retained with bearings, nuts, retainer plate and springs, and pressure plate. Fits Big Twin 1936/Early 1984.
CHROME PLATED
73302 - $69.95 - 3 Adjustable Stud
73301 - $69.95 - 5 Adjustable Stud

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16011 - $22.95 - 6 Volt
16010 - $22.95 - 12 Volt

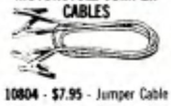
KICK START CONVERSION KIT

71300 - $99.95 - Polished
71301 - $105.95 - Chrome

ALUMINUM ALLOY PUSHROD & TAPPET CONVERSION KIT

60212 - $24.95 - 74" 1953/1965
60213 - $24.95 - Shovelhead 1966/1984
60265 - $39.95 - Evolution engine with converter bushings

MOTORCYCLE JUMPER CABLES



10804 - $7.95 - Jumper Cable

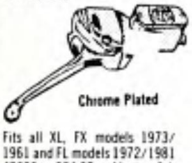
HEAVY DUTY KICK START COVER
CHROME PLATED

71203- $36.95 - Cover

REAR CHAIN

CHAIN	STYLE	530/92
DIAMOND	STD. XDL ENP XLO	76105 - $29.95 — — 76121 - $49.95
DUCKWORTH	STD. HLX SP HE	76147 - $24.95 76180 - $39.95 76186 - $39.95 76192 - $44.95

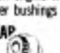
HANDLEBAR MASTER CYLINDER



Chrome Plated

Fits all XL, FX models 1973/1961 and FL models 1972/1981
45208 - $54.95 - Master Cylinder Assembly (OEM 45010-73)

STARTER DRIVE GEAR

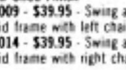


(OEM 31443-65A)
67508 - $28.95 - ACCEL
67501 - $15.95 - MADE IN USA

ROD SET

Includes rods, 3 hole crank pin, cages, standard rod rollers, crank pin nuts, and piston pin bushings honed for stock pins.
65004-$99.95-1941/1973 (OEM 24281-41A)
65005 - $99.95 1974/Early 1961 (OEM 24281-74)

FAT BOB REAR FENDERS



7" at widest point

Raw Oiled Finish
22009 - $39.95 - Swing arm or rigid frame with left chain.
22014 - $39.95 - Swing arm or rigid frame with right chain.

TRANSISTORIZED REGULATOR GENERATOR END COVER

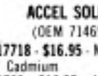
17051 - $59.95 Fits 1965/1981 - 12 Volt
17052 - $49.95 Fits 1958/1964 - 6 Volt

IGNITION COIL

DULL BLACK FINISH

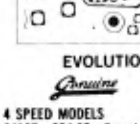
MADE IN U.S.A.

16014 - $18.95 - Fits all Harley Davidsons's 1965/1979 (except XLCH with Magneto) 12 Volt application (OEM 31609-65)
16015 - $18.95 - Fits all Harley Davidson's 1980/1984 with electron ignition and electronic advance module (OEM 31609-80)



ACCEL

ACCEL SOLENOID
(OEM 71469-65A)
17718 - $16.95 - Made in USA - Cadmium
1728 - $16.95 - ACCEL - Cadmium
17709 - $16.95 - ACCEL - Chrome
All Model Big Twins 4 Speed Transmission



EVOLUTION
Genuine
4 SPEED MODELS
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64019 - $31.95 - Top End Set

FAT BOB DASH SWITCH
CHROME PLATED

15005 - $15.95 Ignition Switch

CHROME PLATED $39.95

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Once you come to the decision that you can't do without a Harley, you'll probably have to answer a few questions from those who just don't get it. But you don't explain a motorcycle like the Heritage Softail Classic. If you were able to, it wouldn't be as good. No, it's not a rational decision. Which is exactly why it makes perfect sense.

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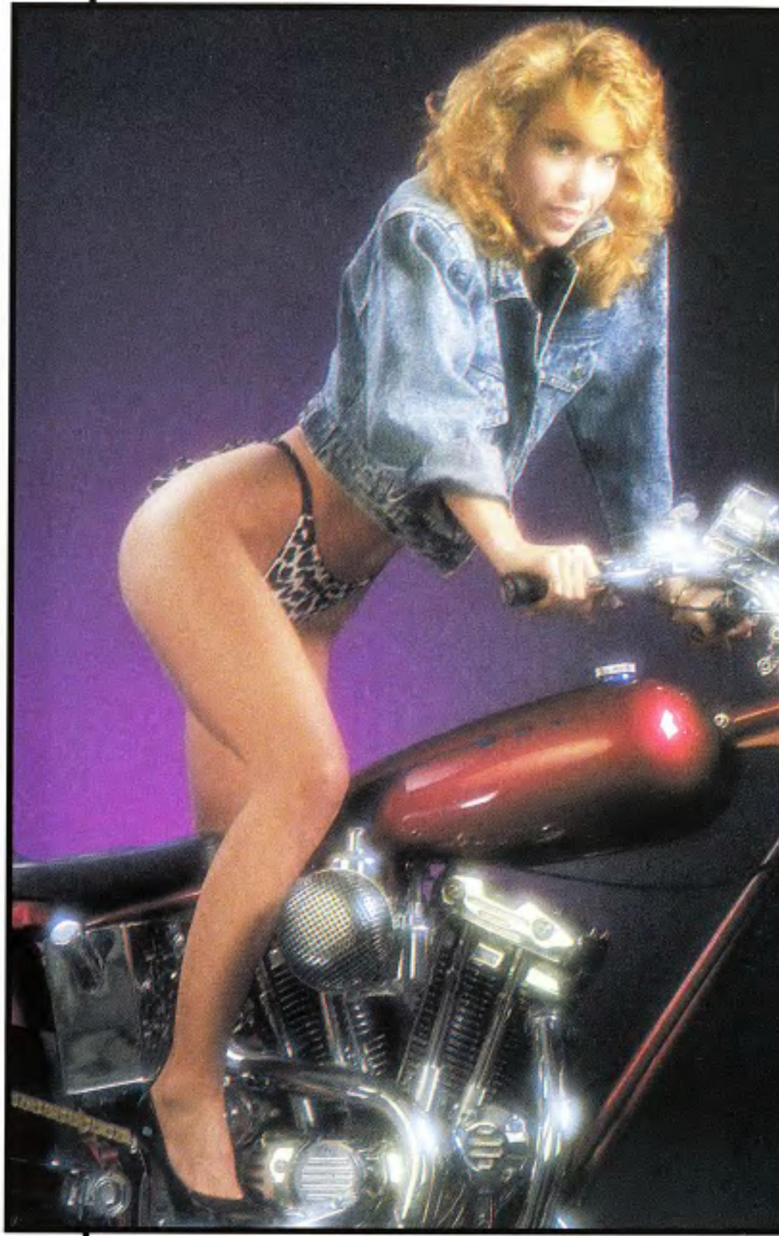
ALL IN A DAY'S

WORK



Sex and motorcycles and business—it's funny, but some law enforcement agencies would like to think that we scruffy mothers capture pretty women and force them into careers as contortionists in titty bars for our own personal gain. Well, here's proof that it ain't so. And it just could be that women drag us along for security reasons.

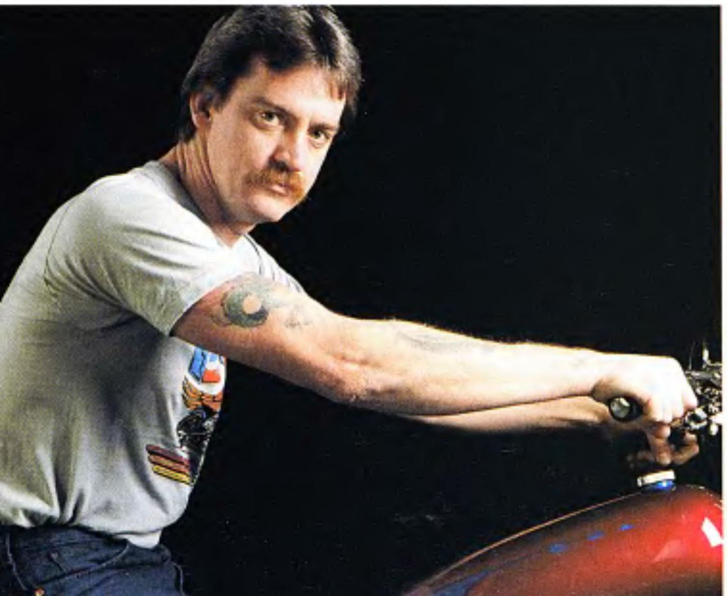
Tina here is our December Fox Hunt Winner from North Carolina. Her business is sex. She takes her respites on motorcycles and plans to invest in a new brandywine 1200 Sportster before long. Her career began when she was about 19—slinky and in good shape, she started entering dance contests around Fayetteville, North Carolina. Sex seemed to work for Tina. She could move, groove, crawl on her belly like a reptile, and bring out the dudes with the change to keep her on the move.

Then she hooked up with a female mud-wrestlin' team, and for a couple of years they toured around the state, drivin' the crowds insane with their sleek

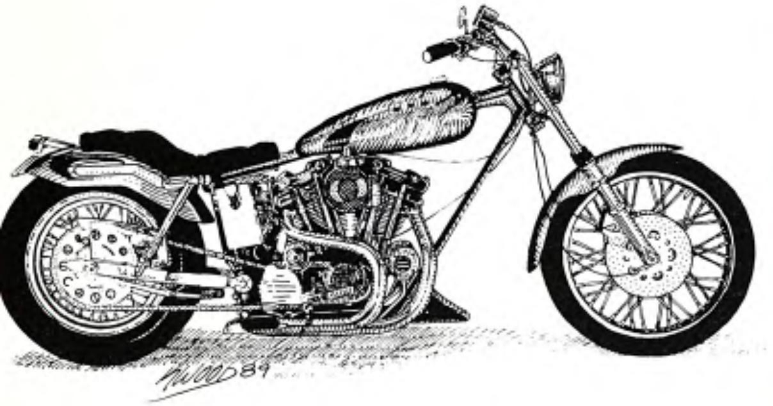
bodies slithering in the mud, boobs pressin' against bazooms, and thighs slammin' soft buns into the ooze. Soon she adopted her own mud-wrestlin' act, the Amazons—six lively screamers who made mud their home from the Carolinas to the deep South. The team went gangbusters for almost three years, then Tina began to feel the need to get off the road and into a regular gig.

Funny thing about bein' on the move constantly—no matter how much money you make, you always seem to leave it behind. So she picked up a dancing bit at the Foxy Lady in Raleigh, North Carolina, and has been undulating for the local bikers, businessmen, and construction workers for three years, keeping her spare time filled with her own sideline biz of Strip Telegrams, bachelor parties, and private sex show engagements.

From the tone of her voice, this biz is just that. She enjoys it and we all savor sex, so let's hope her business flourishes for a long time to come. When she has a night off, she and her ol' man Jim like to stay home with some movies and relax,



Owner: From Don Hotop to Steve Hotop	City: Ft. Madison, Iowa	
General	**Frame**	
Fabrication by: Don Hotop, Sieg Weiler	Year: 1973	
Year and make: 1973 Sportster	Builder: H-D, Don's Speed & Custom	
Model: XLH	Type: swingarm	
Value: $10,000	Rake: 30 degrees	
Assembly by: Don and Steve Hotop	Stretch: 6 inches	
Time: eight months	Other alterations: Ness Hard Head without rake	
Chroming by: Brown's	**Accessories**	
Engine	Bars: 2 Wheeler's	
Year: 1973	Risers: Gary Bang	
Model: XLH	Fender(s): Ness	
Rebuilder: Don's Speed & Custom	Headlight: Gary Bang	
Ignition: Accel	Taillight: Custom Chrome	
Displacement: 1000cc's plus	Speedo: mini with blue lens	
Lower end: S&S	Front pegs: Don's Speed	
Balancing: S&S	Rear pegs: Don's Speed	
Pistons: S&S	Electrics: Custom Chrome, Don's Speed	
Cases: H-D	Gas tank: Don's Speed	
Heads: stock, Don's Speed	Oil tank: Santee	
Cam: Siflon	Oil system: slippery	
Lifters: H-D	Primary cover: stock with custom insert	
Carb(s): SU	Seat: Danny Grey	
Air cleaner: Gary Bang	Sissybar: Fag bar—Providence, Mass.	
Pipes: H-D, Don's Speed	Height:	
Muffler(s): only in California	Material:	
Transmission	**Forks**	
Modifications: C ratio	Type: Redwing Glide	
Year: 1973	Extension: 2-inches under	
Shifting: up and down	Builder: Redwing	
Engine sprocket: stock	Special features: cut trees and lower legs	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: Shain Stevens	Hub: H-D	Hub: H-D
Painter: Shain Stevens	Rim width: WM 2	Rim width: WM 5
Color: Wild Cherry	Tire: Avon	Tire: Dunlop
Type: lacquer	Brake: PM	Brake: PM
Special paint: graphics		
Other special modifications: Thanks to Sieg Weiler, Fidd Fasching, Shain Stevens, Mike Lichter, Arlin Fatland, Sturgis Mary, and The Hamsters.		



or peel out to the Waterin' Hole and party with the bros. As for Jim, he works at the Foxy Lady as the doorman to make sure no badass bikers come in and force Tina into a career she's not interested in pursuing.

—Bandit

Photos by Mad Mike

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7	Jumping Jacks - Br. 576 pcs., Case 11,520 pcs.		x	12.25 Br.	220.00 Cs.	=	
9	Pop Bottle Rockets, Gr. 144 pcs., Case 3,600 pcs.		x	5.00 Gr.	96.00 Cs.	=	
10	Black Cat Bottle Rockets, Gr. 144 pcs., Cs. 3,600 pcs.		x	6.00 Gr.	112.00 Cs.	=	
11	Whistling Moon Travelers, Gr. 144 pcs., Cs. 2,880 pcs.		x	9.95 Gr.	157.00 Cs.	=	
12	Fierce-Tiger Soaring Rocket		x	6.80 Dz.	68.00 Gr.	=	
13	Clustering Bee Rocket		x	6.80 Dz.	68.00 Gr.	=	
14	Wild Geese Rocket		x	6.80 Dz.	68.00 Gr.	=	
15	Butterfly Rocket		x	6.80 Dz.	68.00 Gr.	=	
16	Parachute Rocket with Flare		x	6.80 Dz.	68.00 Gr.	=	
17	4 oz. Skyrocket with Stars		x	9.00 Dz.	90.00 Gr.	=	
18	6 oz. Skyrocket with Stars		x	10.50 Dz.	105.00 Gr.	=	
19	8 oz. Skyrocket with Stars		x	11.75 Dz.	117.50 Gr.	=	
20	Saturn Missile Battery - 12 shot		x	1.80 Ea.	18.00 Dz.	=	
21	Saturn Missile Battery - 25 shot		x	3.50 Ea.	35.00 Dz.	=	
22	#100 Floral Shell		x	9.50 Ea.	95.00 Dz.	=	
23	#200 Giant Floral Display		x	11.80 Ea.	118.00 Dz.	=	
24	100-shot Magical Barrage		x	6.50 Ea.	65.00 Dz.	=	
25	Twitter Glitter		x	4.00 Ea.	40.00 Dz.	=	

NO.	DESCRIPTION OF ITEM	QTY. ORD.		UNIT PRICE			AMOUNT
26	Soiree		x	5.00 Ea.	50.00 Dz.	=	
27	News Transmitter		x	4.00 Ea.	40.00 Dz.	=	
28	Kaleidoscope		x	4.50 Ea.	45.00 Dz.	=	
29	Garden-in-Spring		x	6.50 Ea.	65.00 Dz.	=	
30	96 shot Colored Pearl		x	9.25 Ea.	92.50 Dz.	=	
31	48 shot Colored Pearl		x	4.00 Ea.	40.00 Dz.	=	
32	Box of 12 Festival Balls		x	14.50 Ea.	145.00 Dz.	=	
33	Night Parachute		x	.85 Ea.	8.50 Dz.	=	
34	Day Parachute		x	.85 Ea.	8.50 Dz.	=	
35	Marching Cicada (61 4-inch firing tubes)		x	18.99 Ea.	189.90 Dz.	=	
39	Reconnaissance Planes (Sold by pkg. of 6 pcs.)		x	3.95 pkg.	7.25 Dz.	=	
42	Large Missile		x	1.75 Ea.	17.50 Dz.	=	
44	Two Colored Smoke		x	2.00 Dz.	20.00 Gr.	=	
46	Small Tanks		x	6.80 Dz.	68.00 Gr.	=	
54	Whistling Jacks (Sold by pkg. - 24 pcs. to pkg.)		x	1.25 Pkg.	12.50 Dz.	=	
56	Ground Bloom Flower (Sold by pkg. of 6 pcs.)		x	.90 Pkg.	10.80 Dz.	=	
57	Sparklers - 10" (Pkg. of 96 pcs. $4.50)		x	4.50 Pkg.	45.00 Dz.	=	
60	Black Snakes - Sack is 72 pcs. Box is 288 pcs.		x	2.35 Sk.	7.00 Bx.	=	
62	Jumbo Carnival Cone		x	2.10 Ea.	21.00 Dz.	=	
63	Roman Candle - 5 shot		x	6.70 Dz.	67.00 Gr.	=	
68	Scott's Giant Family Bag - $75.00 value Includes many of the items pictured!		x	53.80 Ea.	538.00 Dz.	=	
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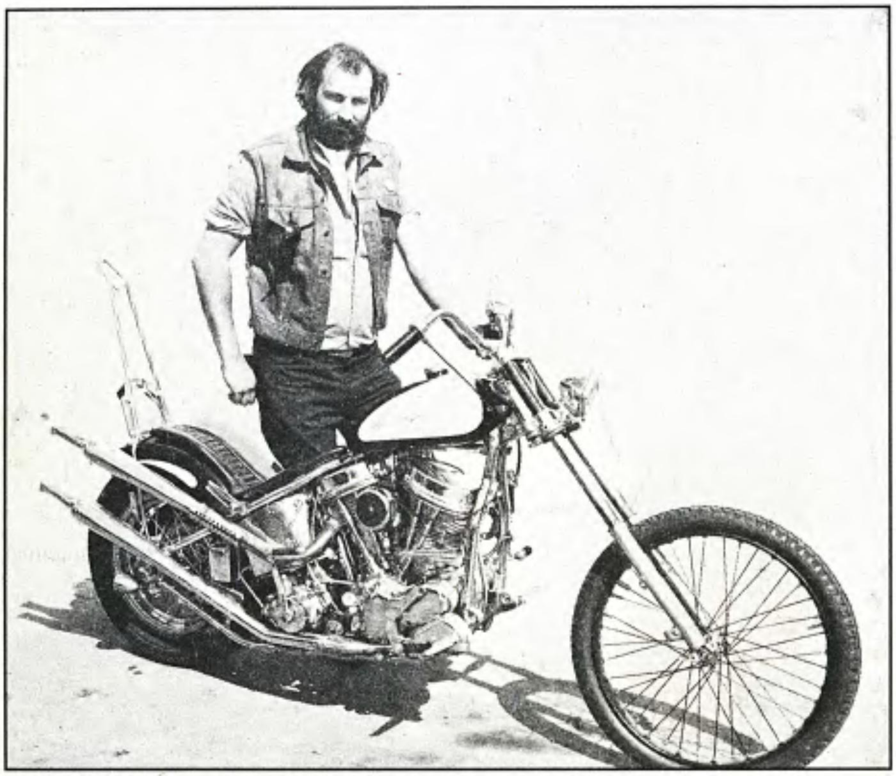


Photo by Chuckie

Dick Allen 1937—1983

Calling Dick Allen an innovator *extraordinaire* would be putting it mildly. It would be safe to say that Dick Allen's mental capacity for engineering fine products for the Harley-Davidson motorcycle was inherent. A man with tremendous mechanical dexterity, Dick introduced some of the sharpest custom parts in the early '70s: front ends, belt drives, and collector exhaust systems, to name a few.

Born in Rockford, Illinois, in 1937, he grew up knowing there was more to life than driving a wrecker or working in various small bike shops, doing teardowns and sorting out parts for someone else. At one point as a youngster he built and drove a dragster, which he crashed because the exhaust system ran too close to the tires—when the tires expanded, they were subsequently sliced like cheese by the tips of the exhaust pipes.

He knew then it was time to start designing safe, operational products for people who live in the fast lane.

Dick moved to California in the early '60s and found a niche for himself—designing for street choppers. Building top-quality parts compatible with riders' tastes became an obsession.

One of his shops, located at 1900 Artesia Boulevard in Redondo Beach, was in full operation from '68 to '71. Bikers would tell him what problems they were having, and he would come up with an answer. Dick was interested in what people had to say and would always help riders out, even if it cost him money (which it usually did). Dick was no businessman. If he had been, he would have been one rich mutha.

Dick's innovations were numerous, his first being the D-A narrow springer, which was remarkably strong, yet only five inches from center-to-center of the rear legs. The front ends he designed ranged in length from 4 inches to 40 inches over stock.

Another product was the D-A collector, a two-in-one exhaust system where the front and rear header pipes were of the same length, equalizing the pressure. These exhaust systems were quiet and extremely efficient. Then there was the Cobra trike. When this showstopper was finally finished, it blew minds on the show circuit all over the country.

One idea Dick had was to design a primary-belt-drive system for the Big Twin. The belt-drive system was not a new idea, but making it work right was—no one had even tried to produce one. So Dick made the first belt drive for the Harley-Davidson V-twin, and a new era was born. This system was first built for the public by Phase 3; then Super Max and many more manufacturers followed. Dick Allen never made a dime on it, and that's a damn shame.

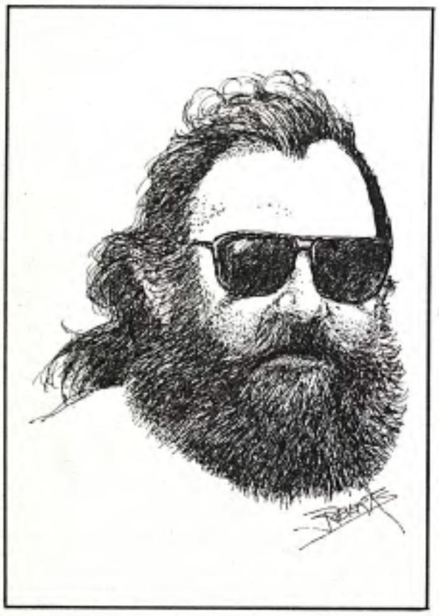
But to fret or snivel was not the makeup of this man, so he got back to work and came up with the 12-spoke mag wheel for his Harley. This also was taken over by other companies. Dick was also the first to make the centerline-type wheel, which has now been adopted by Harley-Davidson. A few changes were made by different companies who mass-produced these ideas, but they were still Dick's ideas.

Dick was an innovator, not a business head. He'd come up with an idea, develop it, run it on a few friends' scoots and his own long-mileage knuckle, make a few for profit, then go on to another idea. He'd rather ride, party, and develop something new than be involved in the marketing and moneymaking side of the biz.

During one of the final years at his shop on Normandie in Gardena, Dick was hit by a drunk woman driver while he was on his bike, "Locomotion." She punched his knucklehead motor clear out of the frame, and his leg went with it. After being released from the hospital some months later, he tried to put his life back in order, but complications kept him from getting it back together. He moved in with Chuckie, his brother/protégé, and the house filled up with people—it was like old times again. Dick never complained about his missing leg or the pain.

Dick Allen died in his sleep at Chuckie's house in Torrance, California, on August 20, 1983.

Oh, one more item of interest. Dick Allen was the first person to successfully adapt the disc brake to a Harley. Thanks, Dick. —Schizo Scott



Gerry (Bubba) Monhollon
ABATE of Kansas

This is an example of the type of individual who makes the ABATE network of organizations across the U.S. what it is today—the watchdog of our freedoms. Bubba has been exuberantly riding for 30 years. He's a man pressurized with energy, tenacity, and drive, and the majority of his motivation is directed at ABATE of Kansas's lobbying and promotional activities. Bubba's also the newly elected state coordinator, a post which is one of his full-time jobs.

When I tried to reach him in Perry, Kansas, I first caught the secretary of ABATE of Kansas, Linda Beach, who cheerfully gave me an outstanding report on Bubba as being "a helluva nice guy" as well as "enthusiastic and dedicated."

I was trying to reach Bubba during the middle of the day on a Wednesday, but Linda informed me that since the legislature had only recently re-opened, he was probably at the capitol, working closely with the state lawmakers to insure that Kansas motorcyclists get a fair shake. Seems Mothers Against Drunk Drivers and the Kansas Head Injury Association had merged in the old, futile, ongoing effort to try to reenact the helmet law. Linda commented that because of ABATE's close relationship with the legislature, the likelihood wasn't strong.

Bubba also owns Bubbamotions, promoting concerts, swap meets, and rodeos, and he uses his events and parties to further safe motorcycling and the goals of ABATE of Kansas. Helluva good man to have on your team.

—Snake the correspondent

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Classified advertisements are accepted at the discretion of the publisher. Rates are 75¢ per word for private individuals. $2.50 per word for businesses. 10-word minimum. Check or money order must accompany clearly written copy. No charge for zip codes. Box numbers are available, with mail being forwarded unopened to the advertiser. There is an additional charge of $6.50 per advertisement for this service, to cover handling and postage. M.O./SASE to Classified Department, Box 3000, Agoura Hills, CA 91301.
Note: Closing date for advertisements is the 15th of the 4th month preceding cover date. There are approximately sixty days between closing date and national on-sale date.

Notice: Readers are advised to use reasonable caution when dealing with a company or advertiser they do not know. False advertising is fraud and should be reported to the authorities whenever it is encountered.

On August 23, 1980, there was a bikers' party near Quenemo, Kansas (off the highway that runs on the south side of Lake Fomona). I was at that party and am in need of a positive alibi to be cleared of a double-murder conviction from the state of Georgia. A reporter of a paper or magazine printed in Denver, Colorado, took pictures of me and my bike. I was wearing a black T-shirt with large white letters on the front that read "Scooter Trash." I also had a black leather jacket with a panhead motor patch on the front and Harley wings on the back. My scooter was a 1951 panhead—black with pinstriping and "Harley-Davidson" written on the gas tank. If a copy of the magazine could be produced, or the reporter who spoke with me would make himself known, I'm sure the conviction would be reversed. Please write: Richard Anderson, Box 2, D-232, 45617, Lansing, KS 66043. (191)

Prison tattoo designs: 20-page book with more than 50 fantastic single-needle designs. Proven moneymakers. Only 150 books printed and numbered. $75 per book. Branding Iron Tattoo Parlor, #8 McClellan Plaza, Anniston, AL 36206. (191)

Food packages by mail. Write for free price list. Brenner Products, Box 1092, Wildwood, NJ 08260. (192)

Over 60 moneymaking tattoo designs on 7 sheets! Good variety and quality, $15. E. Brown, Box 11009, Arlington, VA 22210. (191)

Non-recording AM FM stereo players available. Free catalog. The Conaid Company, 8221 Dunfield Ct., Severn, MD 21144. (196)

1983 FXDG Disc Glide, "Willie G.," #32 of 800, collector's quality, $7,995. (206) 788-9438. (191)

WIN $100 IN THE ULTIMATE BIKER CHICK CONTEST. Harley ladies only, no entry fees. Send SASE for application to: The Ultimate Biker Chick Contest, Box 871, Agoura Hills, CA 91376. (191)

Wanted: Financing for lawsuit against unethical, unfair American motorcycle corporation. Send inquiries contributions to: Fineride Headwear Co., Box 42112, Tucson, AZ 85733. (191)

In memory of Frog, 12/17/38 to 12/19/88. He was a true brother. We all love and miss him. The Family. (191)

Courtney S., Baton Rouge: As fate would have it, I lost your address in '78 and was truly gone when you called in '84. Best to dad, Beebe, and the family. The old man is hip and will put us in touch. Hal. (191)

Sidewinder YAK: The Doctor from Digger, England, is locked down doing federal time. Alone and lonesome, wanting to hear from ladies who love life, Harleys, and a good ol' man. Joe Hartwell #03290-003, Box 888-K, Ashland, KY 41101. (191)

Virginia biker wants to correspond with bikers from Queensland, Australia. Contact Breeze Irby, Route 1, Box 486, Hurt, VA 24563. (191)

FREE—WORLD'S LARGEST SINGLES MAGAZINE. Photos and descriptions. Ladies, men needing mates. *League*, Box 5637-ESR Reno, NV 89513-5637. (191)

AMERICAN HANDMADE KNIVES: Satisfaction guaranteed. Send $1 for catalog. Kessler Knives, Box 202, Elgin, SC 29045. (195)

Wolfman: Had such a great time, forgot to get your coordinates. Wanna fly me a kite? Kitten, 20 Boisvert, Beauport, Quebec, Canada G1E 4T6. (191)

Buy & trade new/used biker duds—from hats to boots. Catalog $2. Larsen Leathers, Box 33, Riner, VA 24149, (703) 382-4668. (191)

Nothing more than a gentle smile
So young and early in life,
In an instant the smile is gone
All that is left is strife.

I tried to reach you, I feel I did,
My heart was filled with hope.
I made a connection and sent you love
You were traveling an upward slope.

The choice was yours, could you have known?
Your mind so far away.
My heart was screaming to bring you back
On that sad and lonely Thursday.

They brought the news as if some relief,
Anger is what I felt.
The miracle of God was cut so short
Before the cards were dealt.

That night I saw you deep in my dreams,
You were lifeless lying in a flat pile.
But I kissed your forehead in my final farewell,
And you gave me your last gentle smile.

Anonymous

Pen pals wanted for male prisoners. Send photo, letter, and SASE to Jeff Mosier #82616, Star Route Box 22-B, Tucker, AR 72168-8713. (191)

Instant credit guaranteed in five minutes by phone; no credit check—no interest charges—unlimited credit line! Get the "Gold Card" from National Credit (Visa and MasterCard also available). Call 24-hours: (205) 774-3394, credit ext. A4559. (193)

New Identity: a report that details how it's done. Send $10 to Newman, 5132 NE 105th, Portland, OR 97220. (192)

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easyriders* for only $14 a year (U.S. funds only, please). Mail to: *Easyriders*, Box 3752, Escondido, CA 92025. Allow 6-8 weeks for delivery of first issue. (191)

Excellent tattoo patterns, done by convict. Send $3 for samples, or $50 for 300 designs, to Rick, 214 Lloyd St., Grass Valley, CA 95945. (191)

BIKER TATTOOS ON VIDEO: Photos taken at a major motorcycle event of women's tits, asses, and thighs—wherever they get tattoos. You've never seen so many different tattoos. There was a time when sailors got tattoos on their arms and chests, but now bikers get them all over their bodies—places where you would never dream of getting a tattoo. The tape is rated "R" and is meant for the more adventuresome viewer. Get some ideas for your next tattoo! Send $39.95 plus $2 for postage and handling to: Righteous Products, 5699 Kanan Road #222, Agoura Hills, CA 91301. Specify BETA or VHS (55 minutes in length). (999)

Fellow brothers: I am a brother from Loveland, Colorado, and my daughter was kidnapped here in June 1988. Her name is Jessica Lynn. She's three years old, brown hair, brown eyes, and about 30 inches tall. The abductor's name is Maria M. Sia (aka May Poe or Marie Bishop). She is a wanted felon in the state of Colorado. She also has federal warrants for her arrest. Marie is 33 years old, brown hair, green eyes, 5'5" tall and weighs about 105 pounds. Her last known address was 959 Main St., Millis, MA. If you see either one of these two people, **PLEASE** contact your local authorities or the nearest FBI agent. There is a $1,000 reward offered for the whereabouts and return of my daughter, Jessica Lynn. Any and all help will be greatly appreciated. There is a fund to help finance the search for Jessica. Any donations can be send to: Find Fund For Jessica, c/o Valley National Bank, Acct. #30-0162-8, Box 698, Loveland, CO 80539. Thanks to you all. Missing my child, Loveland, Colorado. (192)

To all my brothers being held: Big brother has busted us, locked us away, and tried to break us, but we still stand strong. We will win on the day our freedom is returned, so hang in there, my brothers that are locked away. The end is near, and then we'll ride the wind once again. Fishkill Corr. Facility. Preacher (President), Talisman MC, Queens, NY. (191)

Sturgis land for sale: 41.7 acres, wooded, three miles from Main Street, $40,000. (307) 686-2242, ask for Ray. (191)

SCOOTER MATES: Introduces biker men and women. Fifteen FREE profiles! Send name and address to Scooter Mates, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates! (191)

ATTENTION MILITARY BROTHERS: Motorpool Mike is forming a motorcycle club called STRANGERS MC for active-duty, retired, or prior-service members. Our rockers are OD green with silver lettering. Center patch is a skull and Army helmet. Any comments or objections should be forwarded to Motorpool Mike, Box 4150, Patrick AFB, FL 32925. (191)

Sexy adventure travelogue on Thailand. Exotic women—tropical paradise. Order now, $29.95 plus $3 shipping and handling. Sunwest Productions, Box 9905, San Diego, CA 92109. (191)

Limited time offer: X-rated key rings only $2. D&B, Box 106, New Bloomington, OH, 43341-0106. (191)

Back issues of *Easyriders*: Send SASE for list and prices. Russ, 469 E. 143rd St., Cleveland, OH 44110. (191)

TRIUMPH, BSA, NORTON parts catalog $1. Xanders' Britbikes, 1280 Stringtown, Grove City, OH 43123-9743. (191)

"Bo" Dennis Lee Messer: Beep needs you. Get in touch with him! You can get him out of the joint. Write Izzy, c/o *Easyriders*, Box 3000, Agoura, CA 91301, and she will help. (191)

Engraving demonstration on 2-hour VHS tape, $47.50 postage-paid. Money order brings faster delivery, or send long SASE for more information. E.M. Pranger, 1414 7th St., Anacortes, WA 98221. (191)

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1120 1¾" Slash Cut $90.60
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1200 1¾" Drag Pipe $41.16
1201 1¾" T/Turbo $90.60
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1208 2" FX Coll. System $102.96

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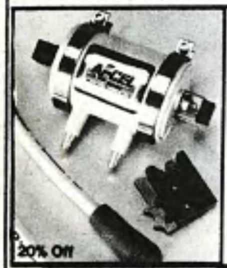

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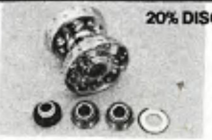

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43540-36 WHEEL HUB ..... 36-66 FL $120.00
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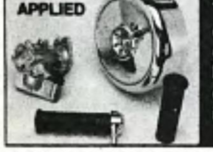

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27153-87 40mm Adj. m/jet kit $159.95
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BENDIX Gasket set, all carbs $5.56

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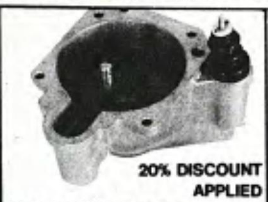

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SSF-1 Stinger s/fire igntn $79.95
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It's a new solid mount manifold for 883, 1100 & 1200cc Evolution Sportsters that eliminates the rubber compliance fitting that is prone to break and distort. This manifold (27011-83) fits all 86-88 Evo. Sportsters with Kehein carb. or (27012-83) the new 88 to present models with the spigot mounted constant velocity carb. Note: To use this solid mount manifold on 1988 models (27012-83) you must also use a 17-372 spigot mount to adapt the constant velocity carb. to the manifold.

27009-83 INTAKE MANIFOLD .... 83-* FL, FX $47.96
27011-83 SOLID MT. M/FOLD ... 86-88, 883, 1100, 1200 XL $47.96
27012-83 SPIGOT MT. M/FOLD ... 88-*, 883, 1100, 1200 XL $47.96
Note: Above requires 17-372 spigot adaptor.

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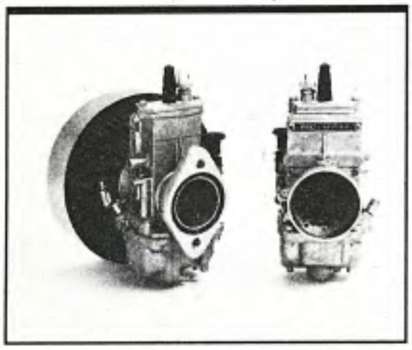
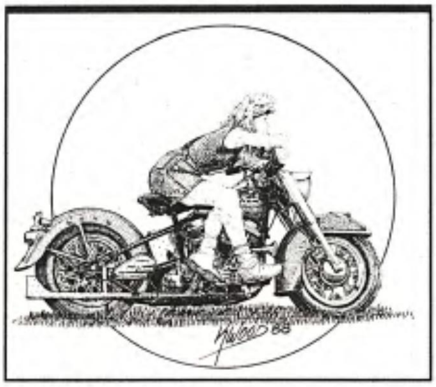


PRO-SERIES CARB

Feel like trying something new? Here's another carb for your Hog. This is a new 41 Pro-Series that features extra high-performance from a hand-machined throat, which is polished for greater flow. The carb comes fitted with manifold adapter in place for easy installation. The people to talk to are: Sudco International Corp., Dept. ER, 1824 E. 22nd Street, Los Angeles, CA 90058, (213) 747-5173.

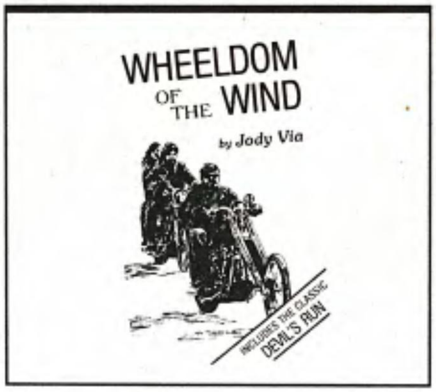
'48-'54 SADDLEBAGS

The guys at Osprey, Ltd., which is a small production shop dedicated to fabricating the finest saddlebags to ever be skinned off a cow, are now makin' replacement bags for '48 to '54 Big Twins. These saddlebags are exact copies of the originals—they've duplicated the buckles, the halfmoon brackets, and the decorative teardrops. They're heavily drum-dyed and come with their own mounting system to fit later models and Softails. They also have a full line of various saddlebags to fit all models of H-Ds. For a free color brochure, write: Osprey, Ltd., Dept. ER, Thayer Corner Rd., Box 68, Cummington, MA 01026, or call (413) 634-5080.



KEVIN WOOD ART

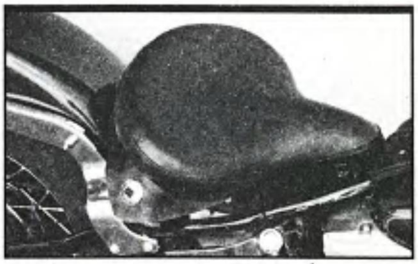
Here's a familiar name: Kevin Wood is the man behind the bike art line-drawings for our bike features. He's not getting rich by drawing three or four bikes a month for us, so he's expanding his talent to all of bikerdom. He'll draw your scooter, your bike, your ol' lady—you name it—for a fee. Each highly detailed rendering will be 8-by-10 inches, matted and ready to frame, for about $85. Add $20 if you want a color wash in the background. For more info, write Kevin Wood, Dept. ER, Box 1233, Lompoc, CA 93438.



ROAD PROSE

Jody Via, our longtime bro and storytellin' wordsmith, has finally dug through his literary stash pile and culled out his choicest poems for his first book, *Wheeldom of the Wind.*

Jody's softbound volume includes the hard-hittin' favorite, "Devil's Run," and such other titles as "Creep," "Woofin'," "Lady in Waiting"—83 righteous word trips in all. For a measly $7, Savage says check it out. It's available from Left Boot Books, Dept. ER, Box 09112, Cleveland, OH 44109.



SOFTAIL SEAT

Mike Corbin is proud to release his latest design for Harley Softail owners. He's gone to every extreme to make this the world's most comfortable Softail saddle, starting from the bottom up with a unique steel bracket design, allowing the entire unit to be bolted onto the Softail frame in minutes—no alterations, just a wrench.

Two 4½" springs are used on the rear of the saddle. The saddle spring height is adjustable, so the seating posture can be dialed in. The saddle can also be adjusted front to rear by 1", which gives each rider plenty of flexibility for perfect seating position. The springs swallow up the vibration.

The spring-mounted solo saddle is finished with a richly hand-tailored and assembled leather cover. Modern technology and historic learning have joined to create the world's most comfortable Harley Softail saddle.

For more information, write Corbin, Dept. ER, 123-C Lee Road, Box 1562, Watsonville, CA 95077-1562.

COIL BOX

Far-out! Something new. It's a frame-mounted coil box for dual-plug heads. It'll accept most coils and will fit most Sportster and Big Twin frames. You can get it engraved, chromed, unchromed, or anodized. For more information, write: Trail's Custom Cycle, Dept. ER, 4396 Mt. Vernon Rd. S.E., Cedar Rapids, IA 52403, or call (319) 364-3506. ■

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NOW YOU CAN CALL THE WHAT'S HAPPENIN' HOTLINE FOR 234-BIKE (2354) **See page 25 for details.**

What's Happenin'

Here's your guide to what's happenin' in your area during April and May. To have *your* events listed, get the information to us *at least* three months in advance—or call the new "What's Happenin'" Hotline, and for 89 cents you can leave a message that we'll add each Monday to a set of recorded messages consisting of the latest, up-to-the-minute events listings. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to "What's Happenin'," Box 3000, Agoura Hills, CA 91301.

CALIFORNIA

WEST COAST VINTAGE CYCLE RALLY—April 30-31 in Tulare at Tulare County Fairgrounds. Swap meet, show, and road ride. For info, call (209) 532-9563 or (805) 656-6777.

37TH ANNUAL TRAIN RUN—May 13-14 in Ventura at Pine Mt. Inn. Motorcycle rodeo, events, prizes, beer, barbecue, camping, live music by Studebaker. For info, write 113 Barry Dr., Ventura, CA 93001, or call (805) 648-4759 or (805) 646-4069.

RUN FOR THE WALL—May 19 starting in San Diego at the Landing Zone. Run will travel to Washington D.C. to the Wall on Memorial Day weekend. Folks welcome to join along the route. For info, write Box 65, MCRD, San Diego, CA 92140, or call (619) 283-9879.

COLORADO

2ND ANNUAL BLESSING OF THE BIKES—May 6 in Canon City. Sponsored by Vietnam Vets MC, Chapter C. For info, write Box 1244, Canon City, CO 81212.

FLORIDA

2ND ANNUAL VIETNAM VETERAN'S REUNION—April 7-8-9 in Wickham Park. Visit the moving wall. Sponsored by Vietnam Veterans of Brevard. For info, call (407) 631-4435.

FREEDOM OF CHOICE RUN—April 8-9 in Monticello. For info, write ABATE of Florida, Capital City chapter, Box 1642, Tallahassee, FL 32317.

GEORGIA

33RD ANNUAL FREEDOM RIDE—May 6 in Atlanta starting at Fulton City Stadium to benefit MDA. For info, call Mike at (404) 429-1150.

IOWA

POKER RUN—April 15 in Muscatine at Herky's Tavern on Grandview Ave. For info, call (319) 263-7474 or (319) 263-0902.

KANSAS

ABATE OF KANSAS MEMORIAL WEEKEND PARTY—May 27-28-29 in Great Bend at Lake Barton. For info, call (913) 597-5140.

NEW MEXICO

34TH ANNUAL BLACK RIVER BOAR ROAST—April 14-15-16 in Malaga. Sponsored by Black River Chapter, Gypsy MC. For info, write Box 5138, Hobbs, NM 88240, or call (915) 586-2098 or (505) 393-0029.

NEW YORK

AM-JAM '89—May 26-27-28 in Cobleskill at Sunshine Fairgrounds. For info, write AM-JAM Inc., Box 4709, Schenectady, NY 12303, or call (518) 346-0521.

NORTH CAROLINA

SPRING BIKE SHOW AND SWAP MEET—April 9 at the Metrolina Fairgrounds. Sponsored by Concerned Bikers Association, Charlotte chapter. For info, call (704) 536-8536 or (704) 563-7013.

CBA/ABATE STATE PARTY—May 26-27-28-29 in Tobaccoville. For info, call (919) 565-4865 or (919) 969-6527.

OHIO

STATEWIDE MOTORCYCLE AWARENESS RALLY/CHARITY POKER RUN—May 7 in Columbus. For info, call (614) 279-4634.

FREEDOM RIDE FOR MDA—May 20-21 starting in Waterville. For info, write ABATE/CMRO, Region 7, Box 171, Waterville, OH 43566, or call (419) 536-8213 or (419) 877-0428.

OREGON

ANNIVERSARY RUN—May 20-21 starting in Albany. Camping, band, raffle, etc. For info, call (503) 928-4592 or (503) 466-5767.

PENNSYLVANIA

MOTORCYCLISTS' RIGHTS RALLY—May 8 in Harrisburg at the State Capitol at 12 noon. Camping available. Sponsored by ABATE of Pennsylvania. For info, call (717) 761-6680.

SOUTH CAROLINA

HDRA ALL-HARLEY DRAGS—May 19-20 in North Myrtle Beach. "Rally Nationals." For info, call (919) 229-4877.

TENNESSEE

32ST TENNESSEE MOTORCYCLISTS' FREEDOM RALLY—April 15 in Nashville. Camping available. Sponsored by CMT/ABATE. For info, write Box 2222, Nolensville, TN 37135, or call (615) 776-5776.

TEXAS

***EASYRIDERS* RODEO—May 28-29-30** in Austin at Texas Exposition and Heritage Center. For info, see back cover.

VIRGINIA

CYCLE EXPO '89—May 5-6-7 in Richmond at Richmond State Fairgrounds. For info, write Departure Bike Works, 3091 Hull St., Richmond, VA 23224, or call (804) 231-0244.

WEST VIRGINIA

2ND ANNUAL VETERANS MEMORIAL PLAZA BENEFIT RUN—May 20 in Charleston. Keg party after. Sponsored by Vietnam Vets MC, Chapter C, West Virginia. For info, call (304) 364-8824 or (304) 343-6051.

In addition to these printed events, you can now get timely, accurate, weekly reports of events and parties in your state through your rag's new "What's Happenin'" Hotline phone number. Simply dial 1-900-234-BIKE; following the mysterious voice, punch in your state's two-digit number for a listing of scheduled scooter happenings.

The two-digit numbers progress alphabetically; for example, Alabama is first at 01, and Wyoming is last at 50. For a complete, numbered roster of states, check the What's Happenin' column every month.

900 Phone Number State Codes—Alphabetically

ALABAMA	01	LOUISIANA	18	OHIO	35
ALASKA	02	MAINE	19	OKLAHOMA	36
ARIZONA	03	MARYLAND	20	OREGON	37
ARKANSAS	04	MASSACHUSETTS	21	PENNSYLVANIA	38
CALIFORNIA	05	MICHIGAN	22	RHODE ISLAND	39
COLORADO	06	MINNESOTA	23	SOUTH CAROLINA	40
CONNECTICUT	07	MISSISSIPPI	24	SOUTH DAKOTA	41
DELAWARE	08	MISSOURI	25	TENNESSEE	42
FLORIDA	09	MONTANA	26	TEXAS	43
GEORGIA	10	NEBRASKA	27	UTAH	44
HAWAII	11	NEVADA	28	VERMONT	45
IDAHO	12	NEW HAMPSHIRE	29	VIRGINIA	46
ILLINOIS	13	NEW JERSEY	30	WASHINGTON	47
INDIANA	14	NEW MEXICO	31	WEST VIRGINIA	48
IOWA	15	NEW YORK	32	WISCONSIN	49
KANSAS	16	NORTH CAROLINA	33	WYOMING	50
KENTUCKY	17	NORTH DAKOTA	34		

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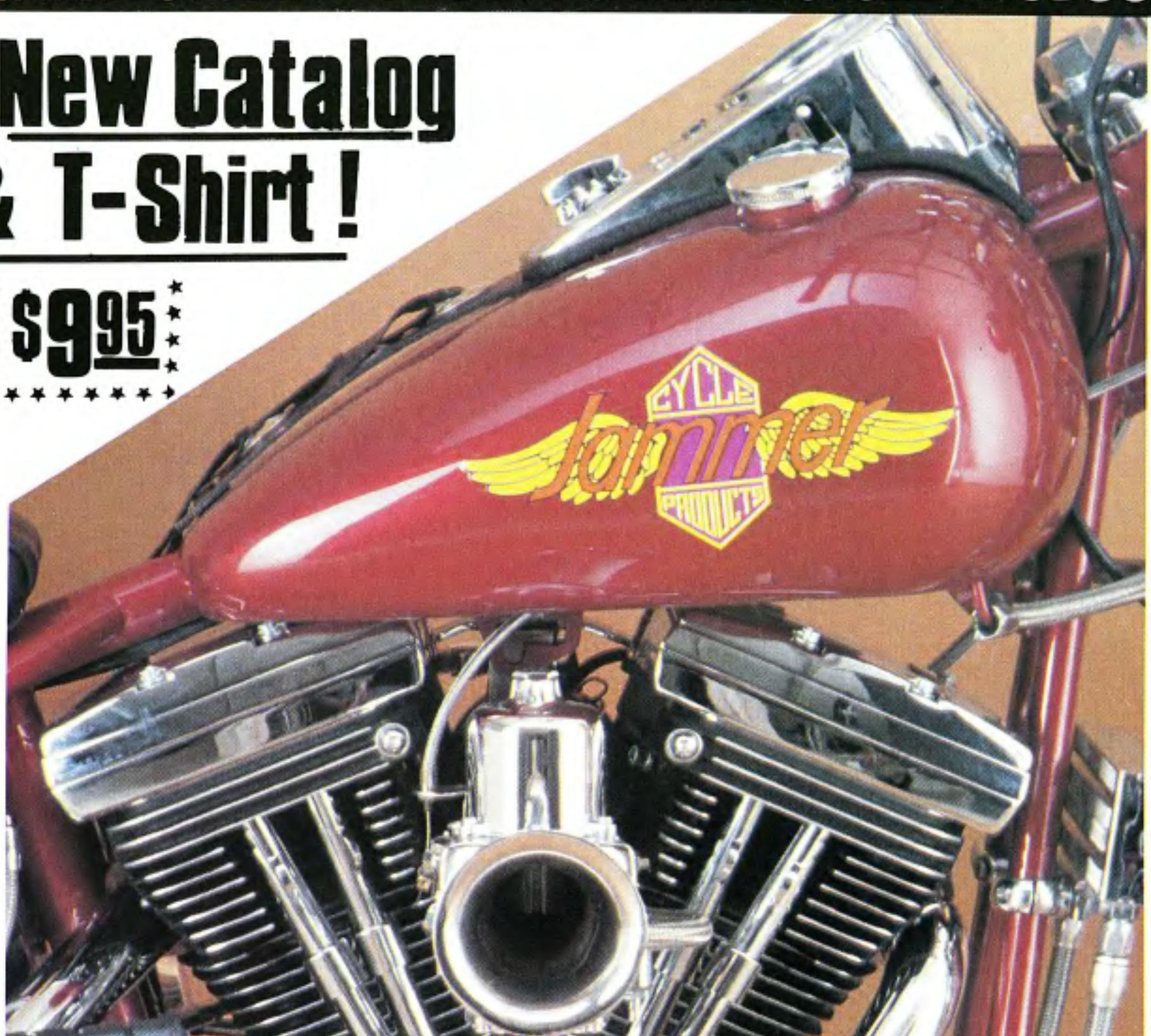

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Easyriders FOX HUNT

Make $500 by being selected as the winner and modeling for an *Easyriders* feature!

Help pick the winner by calling 1-900-234-BIKE New winner every month!

OKAY, MEN — here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders!* We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sendin' in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received over the phone by calling 1-900-234-BIKE and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

Final judging will partially be based on the contestants' reasons—in writing and in a taped phone interview—for wanting to pose for *Easyriders*. Potential voters will be able to hear the taped interviews at an 89-cent-per-minute rate.

All entrants must be 18 years of age or older, and the model release form on this page must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model. (It's easier than it sounds.)

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us exactly why you want to be the *Easyriders* monthly Fox feature. Remember, your message will also be taped over the phone for the voters to listen to when they call to vote—and it just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides—no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in starting April 1, 1989. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-234-BIKE, and Snake will answer and take you through the motions. You'll get to listen to the taped message of the girl of your choice. If you don't like her reasons for wanting to be in the magazine, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #191 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is April 30, 1989. We'll print the winner in the September issue.

Don't forget to vote. These girls are depending on you.

Here she is, bros, the first monthly winner in our Eleventh Annual Fox Hunt—Little Lori, from Findlay, Ohio. See more of her next issue.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

I hereby give *Easyriders* Magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph and/or use any taped interview of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, or interviews in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

191

Model's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
I am ______ years of age, born ______
I will pose Topless ______ Full Nude ______
I will give a 30-second taped interview ______
Model's Signature ______
Notary ______

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
Photographer's Signature ______

Notary Seal

In your own handwriting and in 25 words or fewer, tell the staff why you want to be the *Easyriders* monthly foxy woman feature.

Why I want to pose for *Easyriders* (25 words or fewer):

______
______
______

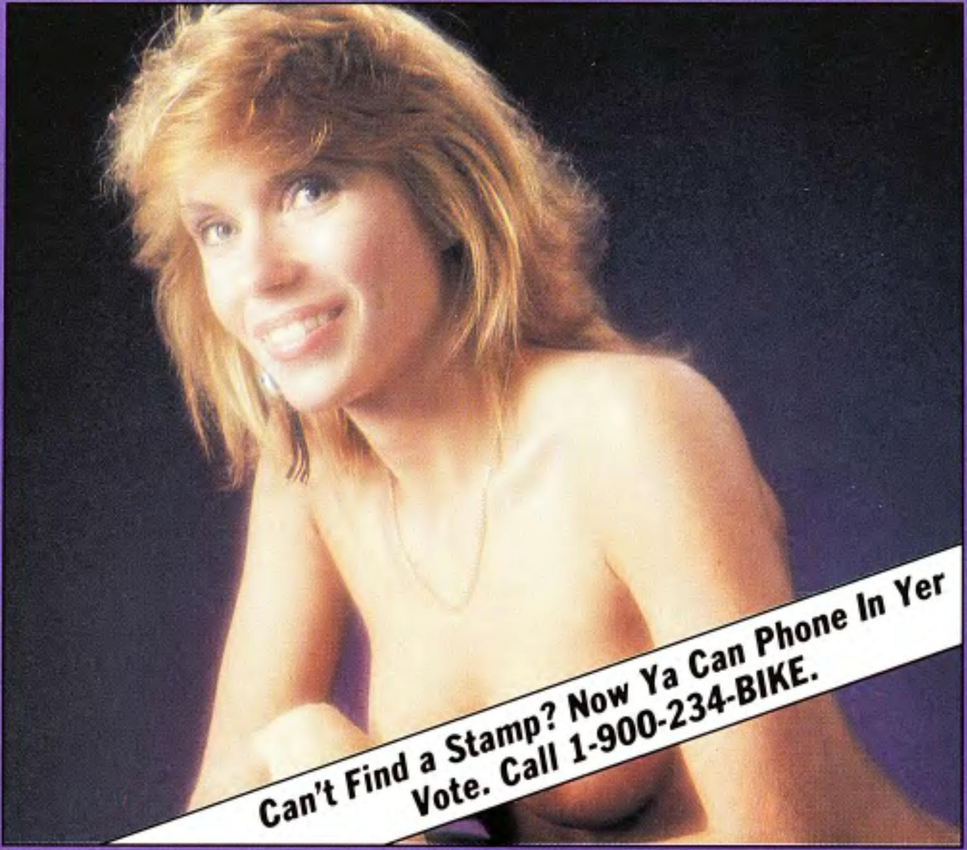
The beauty of a Harley and a lovely body go hand in hand. Enjoy, bros. My thighs love to ride.
Tona, New Hampshire—Ext. #401

Posing for **Easyriders** would be like ridin' in the wind and feelin' fine and free. I'm proud to be a Harley honey.
Susan, Oklahoma—Ext. #402

I thought I had everything till I met my ol' man. When the cool air hit my face riding on the back of his Harley, I knew I was just born. I'm doing this to pledge to him and bikers everywhere.
Brenda, Pennsylvania—Ext. #403

Harleys are a unique masterpiece. They have held a very special place in my heart since 1982. They're like me, special and unique. I'd be grateful to be featured in **Easyriders**.
Janice, Tennessee—Ext. #404

DECEMBER FOX HUNT WINNER



A sexy dancer with an eye for cameras and a penchant for pleasin' men is Tina in a nutshell. Your December Fox Hunt winner is from Raleigh, North Carolina, and it's hard to find any finer. She's meticulous, calculating, and clean, and ya won't find her on Tobacco Road. —Loudmouth

*I love **Easyriders** and Harleys. I feel it would be a privilege to be in your magazine.*
Lori, Texas—Ext. #405

Every man who rides a Harley deserves a touch of class.
Amy, Massachusetts—Ext. #406

There's more to the Paisano $100,000 Subscription Sweepstakes than meets the eye.

You can subscribe to *In The Wind*, or *Biker*, or *American Rodder*, or *Tattoo* magazine and become a part of the biggest American Biker Sweepstakes in 1989—over $40,000 in Harleys being given away in addition to all the other fantastic prizes.

IN THE WIND

Outrageous fun, people, motorcycles, and places in every issue. The only magazine in the world you don't have to read to enjoy. Photography from the riders in the streets all over the globe. Don't miss a single issue.

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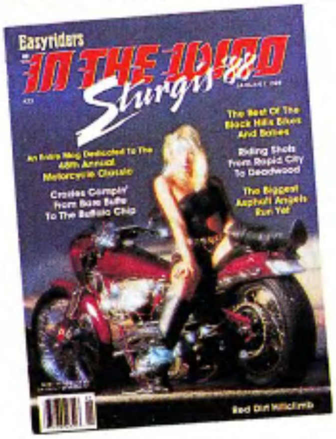

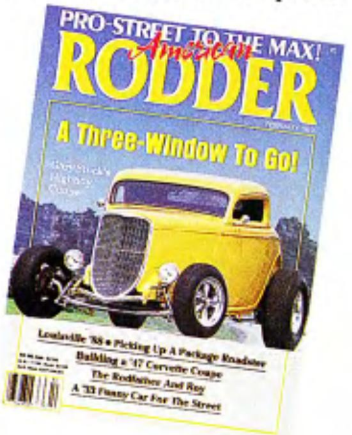

AMERICAN RODDER

At last, a fresh look at the hot rod field. All you need to know to build the car of your dreams or keep up on the latest innovations. Gorgeous photography of completed cars and event coverage. It's all here.

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BIKER

The event magazine of the biker world. All the outlandish, outrageous, outstanding, outta-town events from California to Maine, Australia to Great Britain. Wild women, bizarre bikes, and wild times. Don't miss an issue—you might be in it.

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TATTOO

A one-of-a-kind publication devoted totally to the art of dermographics. Find out about the artists, the history, the growing technology, and the growing number of people being tattooed. The colors and the art are expanding as fast as the imagination can carry 'em—too wild to believe.

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"For more information on prizes, see page 43."
No purchase necessary.

OFFICIAL SWEEPSTAKES ENTRY FORM

5019

Simply check the boxes, fill out the necessary information, and mail it today! *Easyriders* $100,000 Sweepstakes, P.O. Box 3752, Escondido, CA 92025.

☐ YES! Enter my name in the $100,000 *Easyriders Sweepstakes* and start my subscription to the magazine(s) I've checked below.

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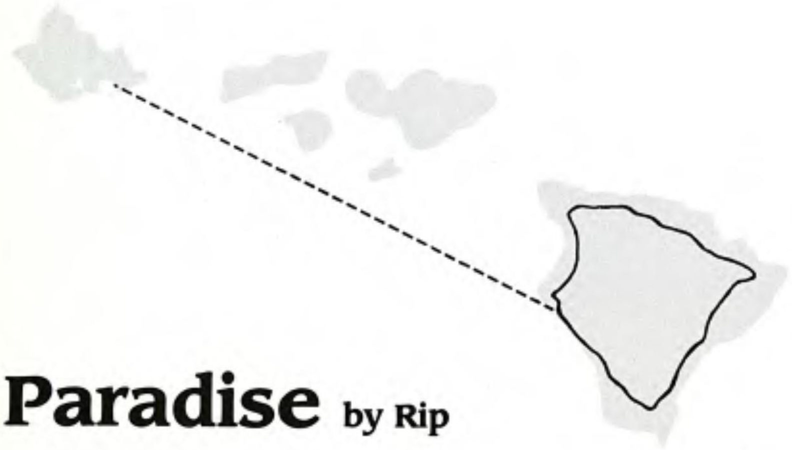
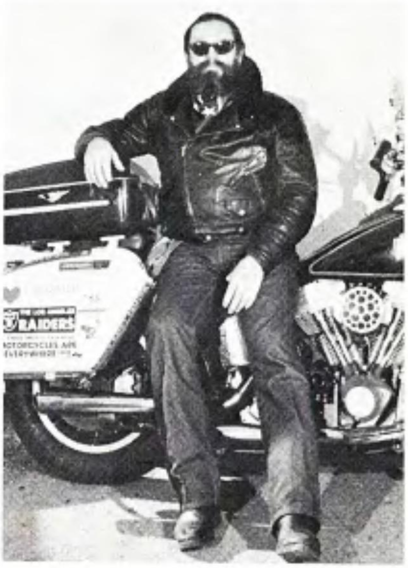
☐ NO, I don't want to subscribe. Let me know if I've won.

Entry deadline is July 15, 1989. Early bird date is April 2, 1989.

RIP'S RUN

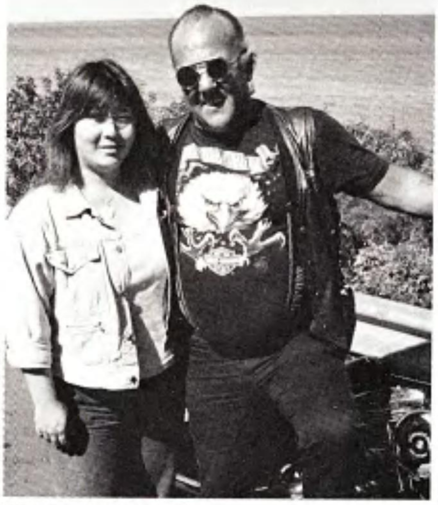




Paradise by Rip

Howzit? Last month I wrote about attending some benefits around Southern California, going into Tijuana, Mexico, and partying at Pizazz, a nightclub in Marina del Rey, California. I closed that column by saying that by the time you readers read what I had to say, I would be several thousand miles away—what I didn't say was what direction I'd be taking.

Since starting this column more than two and a half years ago, I've been to the four corners of the continental United States, including Key West, Florida, plus Alaska. This time around, I thought it'd be a good idea to visit paradise—that is, Hawaii. The first I heard of Hawaii was on Arthur Godfrey's radio show, when he'd open with "Hawaii, Hawaii." But perhaps I'm dating myself.



Lisa and Kimo in Oahu.

Lineriders prez, Whitey, and his ol' lady, Crystal.

I couldn't take Baby (my FLH Sport) along to Hawaii, because the cost would've been prohibitive. But not to worry—I had a loaner waiting for me. The first flight I caught took me to Oahu, and a few hours later I was deposited at the Kailua-Kona airport on the big island of Hawaii. To meet and greet me were members of the Lineriders MC, a great group of folks who showed me fantastic hospitality. Thanks a bunch.

The first thing I noticed about the island was the flowery smell—very pleasant to the olfactory senses. I mean, one day I'm riding Baby on the L.A. freeways, choking on diesel fumes and gagging on countless pollutants, and the next day I'm breathing the finest air my pulmonary system has had since my Fourth of July trip to Alaska. Don't you just hate being caught behind a city bus that's spewing big, black clouds of noxious toxic fumes?

The club and I started the partying at Paté and Leroy's house. We stayed up 'till the early morning hours, shooting the bull and generally getting to know each other. Leroy is an old Berdoo homeboy. On the north side of town, he used to manage the North 40, a biker bar no longer in existence.

Leroy has been living in Hawaii six or seven years and loves it. Who wouldn't? He now owns and operates Smokin' Scooters, a bike shop located in Kailua-Kona just past the two-mile-marker on the Mauka side of the Mamalahoa Highway, also known as the Queens Highway.

Hawaii is really laid-back. A person can actually live off the land if he or she has a mind to. Hawaii has many fruit trees growing wild. They also have wild turkeys and boars, not to mention the hundreds of different fishes surrounding the island. No fishing license is needed. The lobster season is closed during the summer months, but it's wide open for the residents of the islands the rest of the year.

Hawaii is the fiftieth state, the last state to come into the Union. Hawaii has neither snakes nor incidences of rabies. They do have mongooses—you may see one flattened out on the roadway occasionally.

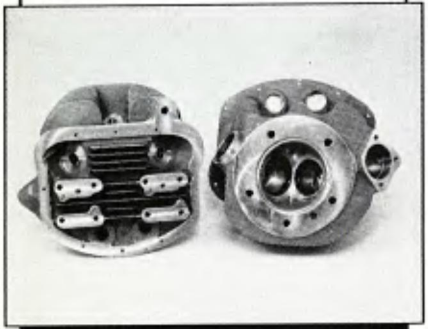
The entire island is made up of two

Presenting — this month's

Biker's Choice™

S·T·D

Pan/Shovel Cylinder Heads



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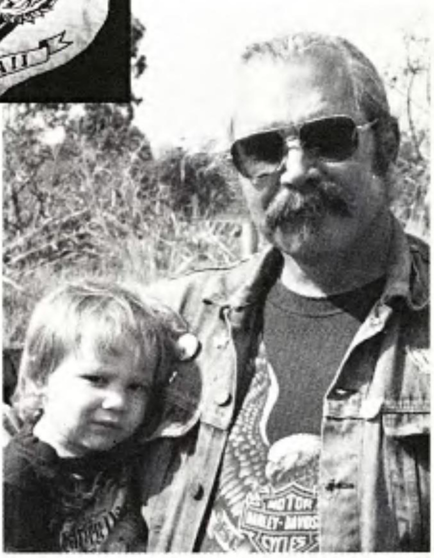
Stan likes to jump out of airplanes. He's done it over 2,000 times.

Allen is a preacher and a great guy—he loaned me his scoot.

Leroy at Smokin' Scooters.



Clay holding Cody, the world's youngest prospect.

varieties of volcanic rock. It's also the only state with an active volcano (on the mainland, we have many volcanoes up and down the West Coast, but none are active at the present time).

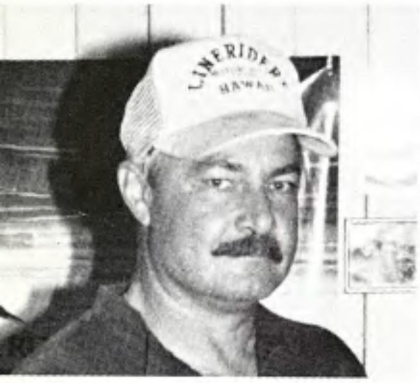
The large color photo is of the Kilauea volcano. The molten lava is carried to the ocean through large tubes formed from cooled-off magma. Occasionally a tube may burst and expose the hot, liquid lava, but the top layers soon cool and reseal it; it's sorta like a scab, if you get my drift. While flying over the volcano, it occurred to me that if our plane went down, we'd be like the Alka-Seltzer commercial, *plop-plop, fizz-fizz*, melting down to nothing.

I hear the price of electricity is costly on the island, but it seems to me that the heat from the volcano could be tapped. Other countries have done this, generating steam to drive the turbines, but what do I know?

If ya ever make it to Kona, go see the good folks at Big Island Air and take the two-hour flight around the island—you'll enjoy it as much as I did. I mean, how often in a lifetime are you gonna get that close to one of Mother Nature's wonders? There are numerous waterfalls, the rain forests of Waimanu Valley, and during the winter you'll see snow up on Mauna Kea (White Mountain). It's well worth the price.

The next day, Leroy and I cruised downtown Kona, where he showed me some of the local sights. That evening we attended a barbecue at Kathy's house, which used to be a coffee mill. She has a Sporty and hangs out with the club, or maybe that's vice-a-versa—she does own a pool table.

John had to ride backup.



Don is the warehouse manager for Bud-
weiser beer in Kona.

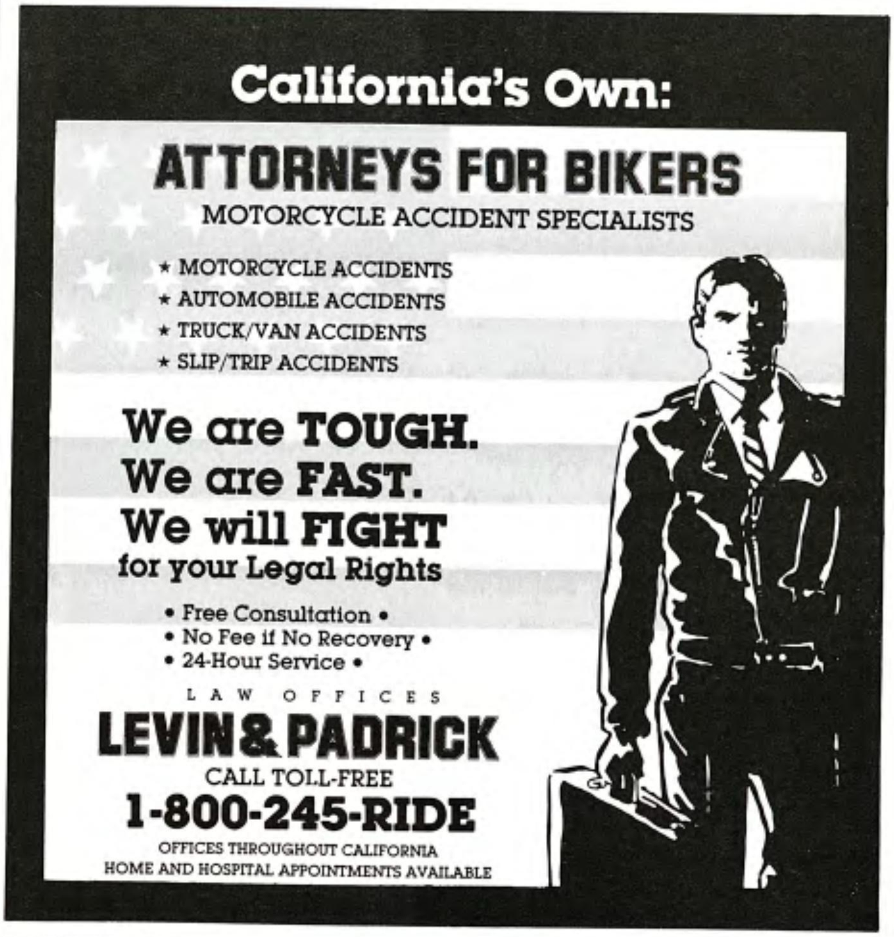
esse got his ride going again the day I
rrived in Hawaii.

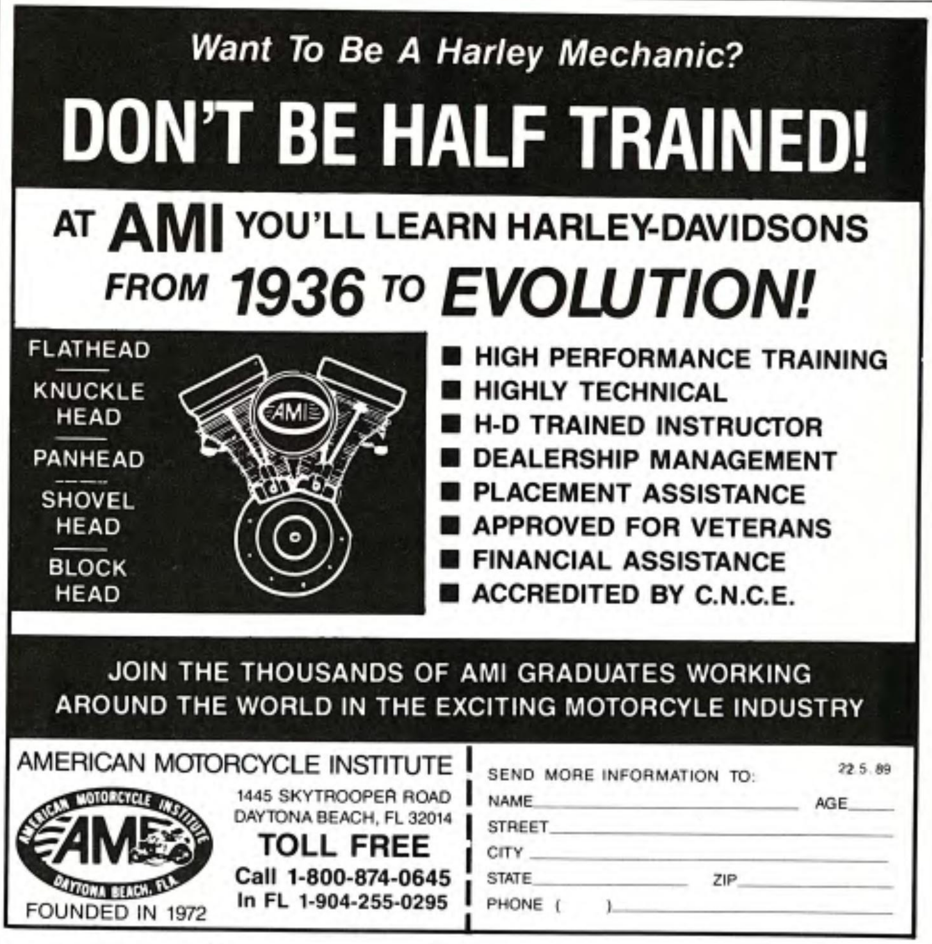
Oh yeah, Hawaii is the only place in he United States where coffee is rown. It's good stuff; two or three ups will get ya wired. It certainly will eep the ol' orbs open.

While in Kona I stayed at the Keau-ou Beach Hotel. It was tops. The alcony on one end of the hotel aces the ocean, and there's a tide-ool with numerous tropical fish wimming around for your viewing njoyment. The hotel has all the menities found elsewhere and just ll kinds of outstanding, pleasurable hings to see and do.

Right here I would be remiss if I idn't thank Don Snidér and Linda liyoshi for taking care of me on this ccount. Don is a Linerider and works n the island for Budweiser, the King f Beers. It's my favorite brand.

The following weekend, we took a de around the island—250 miles,





Presenting — this month's

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Ming and Chris.

Gina, Cody's mom.

Brotherhood. Al Cho and Don.

Paté belongs to Leroy

more or less. We made it in two laps, going north on the first leg. I borrowed patchholder Allen's FLH, and boy, did I have fun. It rained on both Saturday and Sunday, and I didn't get to take a whole lotta pictures, since I didn't bring my underwater camera. Those of you who've spent some time in the tropics know the feeling; we were wet from head to toe. What the hell, none of us were virgins.

Each and every time you get on a bike, it's an adventure, whether it's going *down* to the local inflation station for a loaf of bread or puttin' off on a cross-country sojourn. This trip was no exception. Going around Upolu Point, the northernmost part of the island, the wind kicked up. How bad was it? I'll tell ya, I had Aloha Baby rocked over to where she was damn near dragging the exhaust pipe. The road around the island is a narrow, twisty, two-lane blacktop—one coming, one going. I was so thankful that Allen had stock exhaust pipes on Aloha Baby, 'cause if it had been otherwise, I would've dragged them off.

Most of the island riders have longer-than-stock tubes on the front end of their scoots. I don't know how fast the wind was blowing, but I can tell ya that Aloha Baby has a hickey on the saddle where I tried to get a better grip, and I was wishing that I was packing a fat girl to help hold Aloha Baby on the road. The trade winds must have been sliding off the mountain and coming back out to the ocean—tough riding conditions, but no one dropped his bike, thank God.

In Hilo, the pack stopped in at the Town and Country cocktail lounge and piano bar. One of the clubbers dropped a dime to Chuck, a Vietnam vet and Harley rider. We stayed overnight at his pad, drying out our clothes and boots. Still, it never got as chilling cold as it would have on the mainland.

Chuck had just bought his house, and we were his first houseguests. Thanks *mucho* for giving us shelter. We rode back to Kona the next day, and en route we rode past Volcano State Park and the southernmost point in the United States; Hawaii is on the same latitude as Mexico City. It rained on and off all weekend. Of course, the day I left, it was absolutely beautiful. I didn't want to leave, but I'd called ahead and had people waiting for me in Honolulu.

Kimo and Lisa met me at the airport in Honolulu and escorted me wherever I wanted to go for the day and a half I was on Oahu. Kimo is the president of United Street Bikers of Hawaii. They must be doing something right, 'cause they don't have to put up with the crap many of us have to contend with on the mainland. I'm talking about the helmet issue.

The political leaders must realize that with the heat, humidity, road conditions, and other factors to be considered, it makes sense to have

Kathy rides her own Sportster.

Photos by Rip

Uncle Lincoln, Koa MC president, with Lucy, Allen and Cody.

The happy crew from South Seas Cycle Exchange.

the decency to leave the citizens with the freedom to choose. And ain't that what it's all about? The freedom to be able to decide whether or not to don that plastic lid is all any of us are asking for—not to be forced to do something against our will. I mean, there's so much to see in Hawaii that it surely would be a great shame if it were otherwise.

Honolulu is just like any large city on the mainland—in a word, crowded with tourists all over the place. The north shore where Waimea Bay is located is simply breathtaking. Its beaches are spectacular, and you get to ride by fields of sugar cane and pineapples to get there.

Kimo and Lisa called some of the brethren and sisters around town to come over to Willy and Kristi's house for a party the night before I left Hawaii. I was surprised how many people showed up. Willy and Kristi both ride Harleys; I like Willy's flathead the best. You can't imagine how hard it is to get parts over there, but that makes it all the more worthwhile.

My observation of Hawaii is that the people are more tolerant of each other than on the mainland. The clubs generally get along, relying on each other for parts and labor to keep their machines in order. I could very easily move over there and become native. Who needs all the stress and headache that goes along with living in this highly fast, mobile society? You guys who live over there are lucky as hell, and I hope it continues like that forever. It would be a great loss if something were to screw it up. Protect it, and don't change things too fast. I will tell ya one thing more: I do want to go back, and to steal a line from the Big Kahuna, General Douglas MacArthur, "I will return." *Mahalo nui loa* (thank you very much).

I'm closing here 'cause I need the room for pictures. I can write reams and reams of copy concerning Hawaii, but I'll leave it for when I have more room. In the meantime, stay in touch. Drop me a line and let me know what's going on in your neck of the woods. I need to know what the goings-on are in your neighborhood: runs, parties, bike shops, bars, or anything of interest to our readership. Include a telephone number if you can. I will personally write back. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

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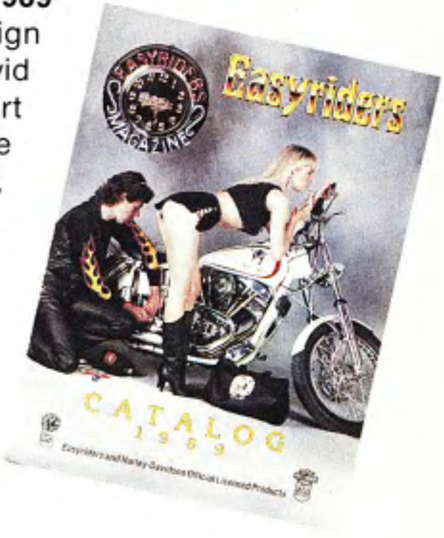

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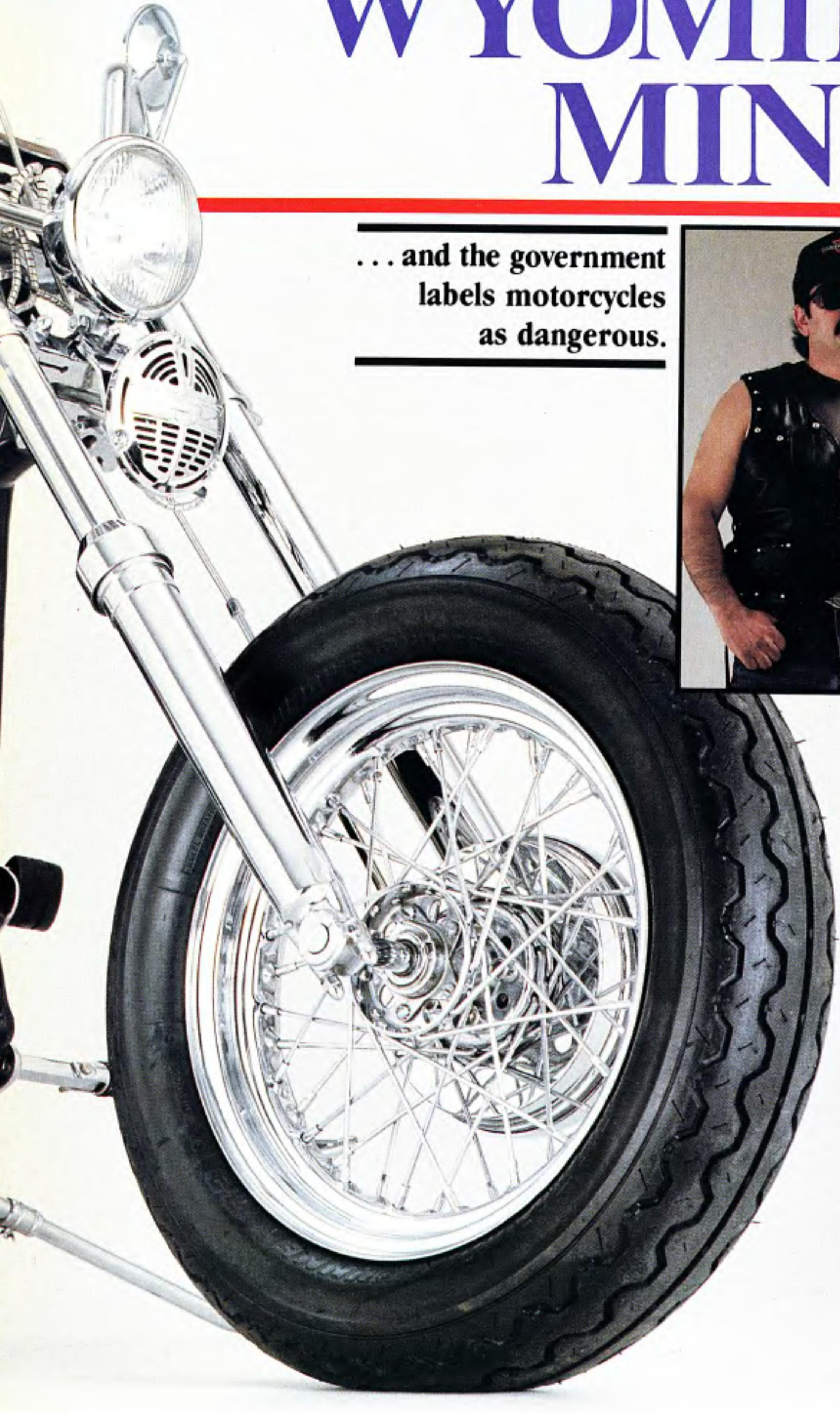
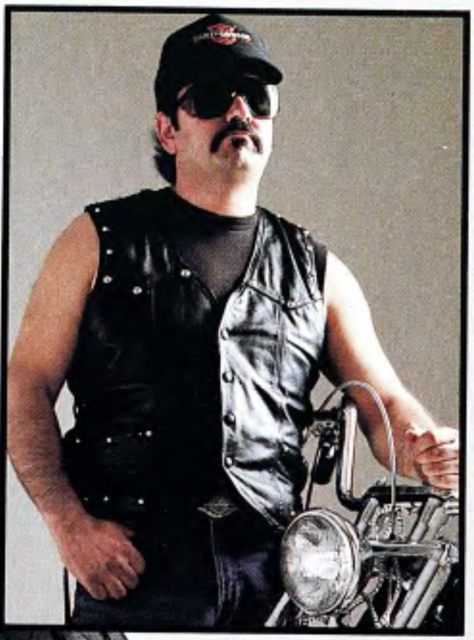
DUNLOP

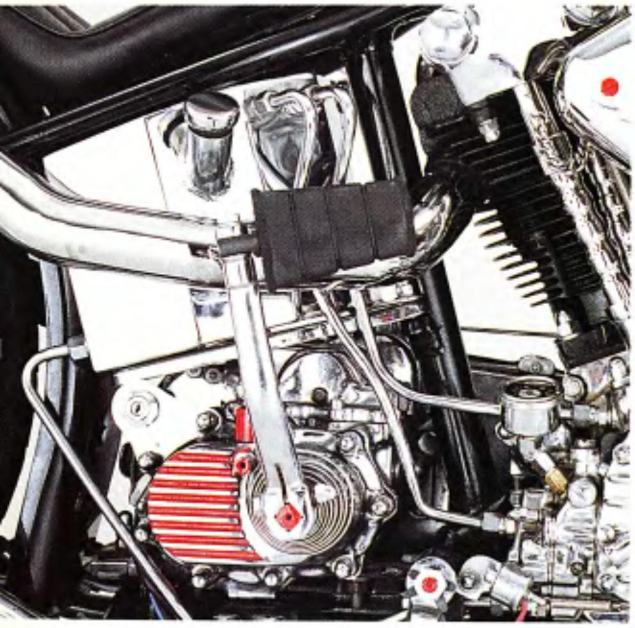
WYOMING MINER

. . . and the government labels motorcycles as dangerous.





Photos by Mike Lichter



Owner: Edward D. Cisneros	**City:** Douglas, Wyoming	
General	**Frame**	
Fabrication by: owner	Year: 1957	
Year and make: 1940 H-D	Builder: H-D	
Model: EL knucklehead	Type: straightleg	
Value: your life	Rake: stock	
Assembly by: owner	Stretch: none	
Time: two years	Other alterations: molding	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: medium ape	
Year: 1940	Risers: 4-inch	
Model: EL	Fender(s): flat	
Rebuilder: owner	Headlight: Custom Chrome	
Ignition: Joe Hunt magneto	Taillight: tombstone	
Displacement: 86 cubic inches	Speedo: none	
Lower end: owner	Front pegs: Custom Chrome	
Balancing: Denver Machine	Rear pegs: Custom Chrome	
Pistons: standard	Electrics: 12-volt gen./Accel reg.	
Cases: chrome (Brown's)	Gas tank: Mustang	
Heads: owner	Oil tank: Santee	
Cam(s): knuck Lightning	Oil system: 3.5-quart	
Lifters: solid	Primary cover: Paughco	
Carb(s): S&S Super	Seat: Drag Specialties/owner	
Air cleaner: S&S Super	Sissybar: swap meet	
Pipes: Santee 2-inch fishtails	Height: ?	
Muffler(s): Santee	Material: square stock	
Transmission	**Forks**	
Modifications: close-ratio (Andrews)	Type: wide glide	
Year: 1962	Extension: 4 inches	
Shifting: jockey	Builder: H-D	
Engine sprocket: belt drive	Special features: legs turned down	
Trans sprocket: 26-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 15-inch
Molding: owner	Hub: star	Hub: star
Painter: Killer Holtwick/Vinnie's	Rim width: 3½ inches	Rim width: 4 inches
Color: jet black	Tire: Avon	Tire: Dunlop
Type: enamel	Brake: pan mechanical	Brake: mechanical
Special paint: clear coat		
Other special modifications: UL flywheels with offset crank, pan cylinders. Special thanks to my family, Duran Cronin, Tony, and ABATE of Central Wyoming.		

Riding motorcycles, feeling the wind in your hair, enjoying the power, and expressing the creativity of building a bike that suits just you is probably one of the greatest feelings in the world—and some try to label it as dangerous. Well, here's a rider/builder/shop owner who knows the meaning of danger.

Ed worked deep in the dark recesses of a uranium mine for 15 years. Imagine allowing yourself to be lowered 900 feet deep into the basement of the earth to mine one of the most feared ores in the entire world. Ed describes it as working in constant rain while being incessantly showered by rocks and constantly facing the threat of breaking through into an underground river.

It was good money, but not worth cuttin' short his ridin' years or losin' time with his ol' lady and kids, so Ed gave up huntin' for the radioactive substance when the mine was converted to solution mining, and he started his own shop in 1980, Ed's Motorcycle Parts and Repair, a small 20-by-25-foot garage in Douglas, Wyoming. Now he's tunin', rebuildin', restorin', and generally fixin' V-twins while Darlene, his ol' lady, handles the parts end of the business.

When the weather's warm, the shop thrives off the regular crowd in the small town of Douglas, the riders out of Casper, and bros who come in for repair jobs, but when it cools off, most of his travelin' clientele splits for warmer breezes. But that just leaves time for some creative building or restoring for the upcoming Adams County Winter Bike Show in Colorado.

Ed and Darlene have been together 19 years, and he's sired two daughters and a son who's now riding a '62 Hummer when he's not goin' to school or playin' drums for a local rock-'n'-roll group.

The moral to this slice of motorcycle heaven: If ya don't like what you're doing, stop—and do something ya dig, like with motorcycles. Or ride more and enjoy life more. Or cut all the bull outta your life and live what ya love—it's safer and keeps the family together and happier. What the hell could be better?

—Renegade

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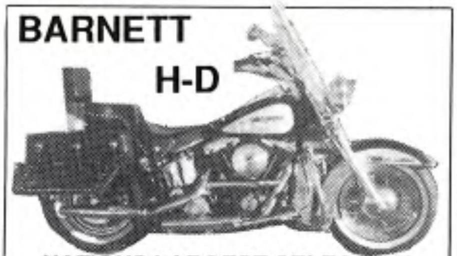

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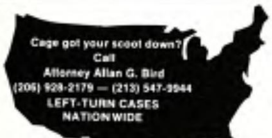

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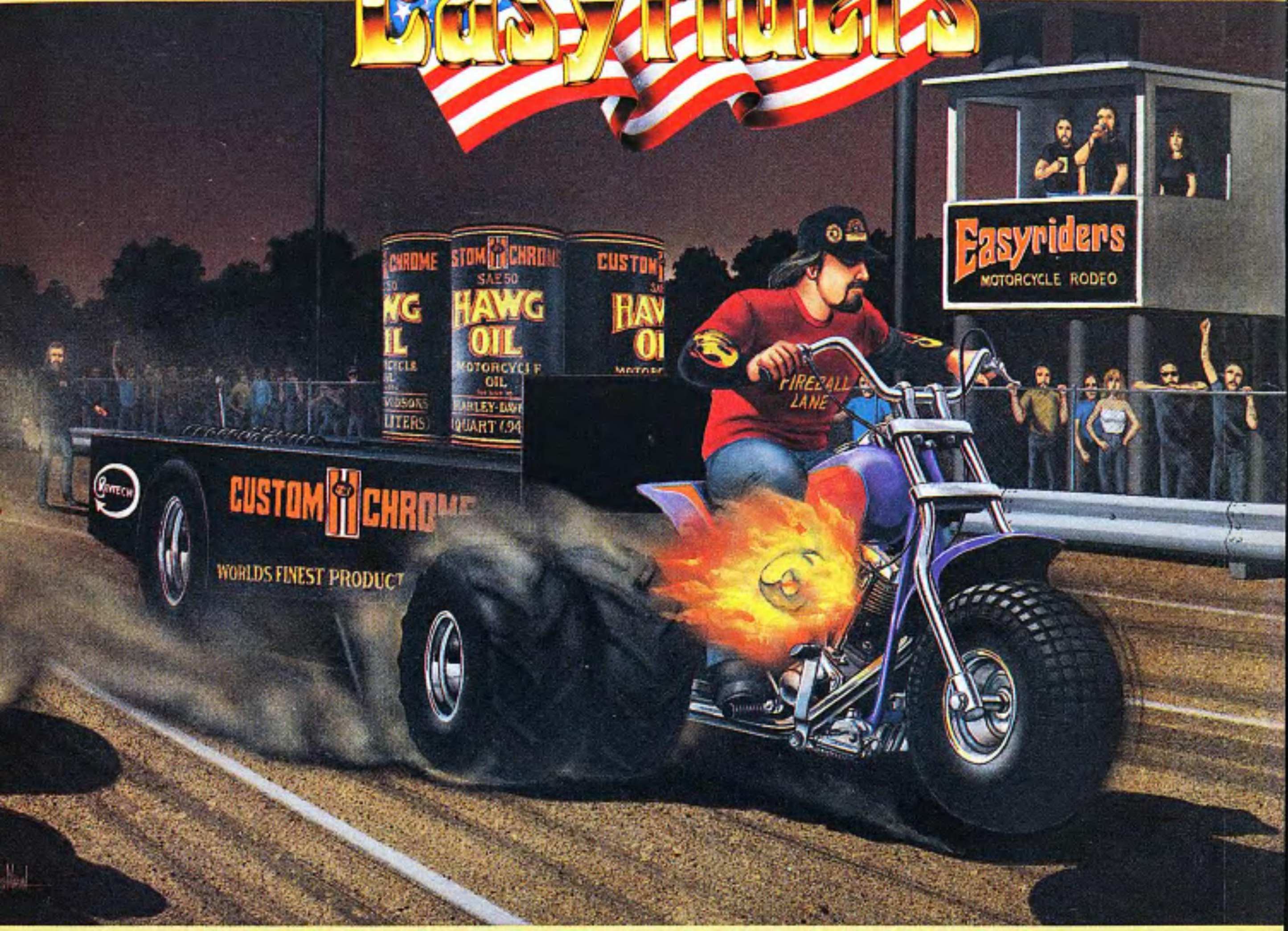

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